

DRAFT INFRASTRUCTURE DELIVERY PLAN



AUTUMN 2020



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<p>يمكن توفير هذه الوثيقة أو ملخصها بلغات أخرى أو بالطبعة لكبيرة أو بلغة بريد أو على شريط ويمكن توفير خدمة ترجمة عند الطلب. وإذا احتجت مثلا من هذه الخدمات الرجاء الاتصال معنا على العنوان المذكور أدناه.</p> <p style="text-align: right;">Arabic <input type="checkbox"/></p>	<p>यह पत्रा या इसका संक्षेप अन्य भाषाओं में, बड़े अक्षरों में या सुनने वाली टेप पर माँग कर लिया जा सकता है, और अन्य भाषाओं में अनुवाद की सुविधा भी मिल सकती है। यदि आपको इन सुविधाओं की जरूरत है तो कृपया निम्नलिखित पते पर हमारे साथ संपर्क करें।</p> <p style="text-align: right;">Hindi <input type="checkbox"/></p>
<p>অনুবাদকমে এই ডকুমেন্ট অথবা এর সারসর্ম অন্যান্য ভাষায়, বড় ছাপার অক্ষরে, ব্রেইল বা অক্ষিপিতে, অডিও টেইপ বা বাধিত্রে শোনার কেসেটে অথবা অনুবাদ করে দেয়ার ব্যবস্থা করা যাবে। আপনার যদি অন্য সেবাসমূহের প্রয়োজন হয়, তাহলে অনুগ্রহ করে আমাদের সাথে নীচের ঠিকানায় যোগাযোগ করুন।</p> <p style="text-align: right;">Bengali <input type="checkbox"/></p>	<p>ਇਹ ਪਰਚਾ ਜਾਂ ਇਹਦਾ ਸੁਲਾਸਾ ਹੋਰ ਭਾਸ਼ਾਵਾਂ ਵਿਚ, ਵੱਡੇ ਅੱਖਰਾਂ ਵਿਚ, ਜਾਂ ਸੁਣਨ ਵਾਲੀ ਟੇਪ 'ਤੇ ਮੰਗ ਕੇ ਲਿਆ ਜਾ ਸਕਦਾ ਹੈ, ਅਤੇ ਹੋਰ ਭਾਸ਼ਾਵਾਂ ਵਿਚ ਤਰਜਮਾ ਕਰਨ ਦੀ ਸਹੂਲਤ ਵੀ ਮਿਲ ਸਕਦੀ ਹੈ। ਜੇ ਇਹਨਾਂ ਸਹੂਲਤਾਂ ਦੀ ਜ਼ਰੂਰਤ ਹੈ ਤਾਂ ਕਿਰਪਾ ਕਰਕੇ ਹੇਠ ਲਿਖੇ ਪਤੇ 'ਤੇ ਸਾਡੇ ਠਾਲ ਸੰਪਰਕ ਕਰੋ।</p> <p style="text-align: right;">Punjabi <input type="checkbox"/></p>
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<p>Name _____ Address _____ _____ _____ Telephone No _____</p>	<p>CONTACT:</p> <p>Planning Policy London Borough of Waltham Forest Magistrates court, Waltham Forest Town Hall Forest Road, Walthamstow, London, E17 4JF</p> <p>Telephone 020 8496 3000 Email: planning.policy@walthamforest.gov.uk Web site: www.walthamforest.gov.uk</p>

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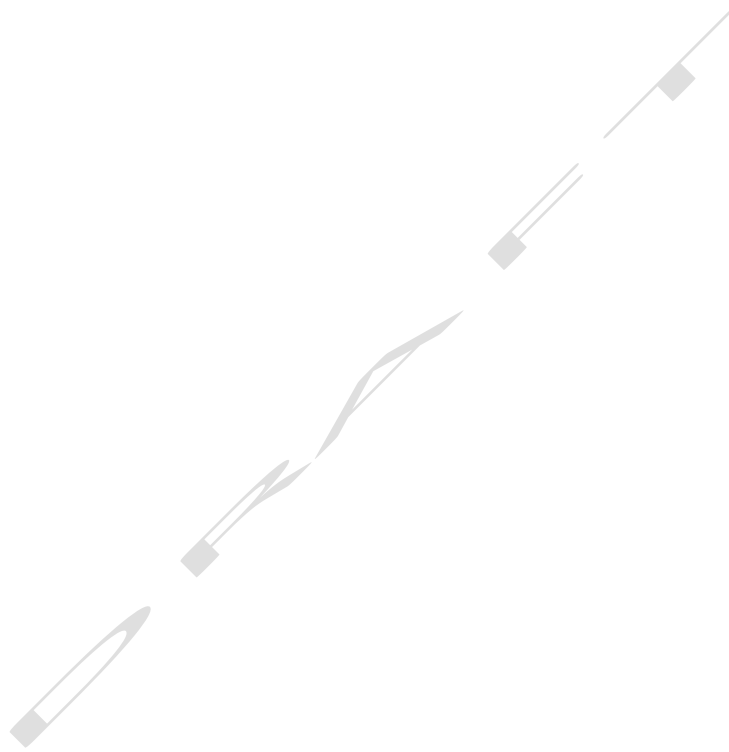
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1. Introduction

- 1.1 Waltham Forest has an excellent track record of providing infrastructure to support the needs of the borough's growing population. Recent successes include:
- Reopening Lea Bridge Station, a £12m investment to reopen the station for passenger services;
 - Enjoy Waltham Forest, delivering £45m of capital investment in the borough's walking, cycling and sustainable transport infrastructure;
 - Opening of Walthamstow Wetlands in 2017;
 - 10,000 additional school places delivered since 2010;
 - Investment in the borough's cultural infrastructure, during our year as London Borough of Culture 2019;
 - Over 8,600 trees planted since 2012, with a further 4,000 planned by the end of 2021;
 - More than £50m invested in Sports and Leisure in the borough since 2012;
 - Parks and Open Spaces investment of £10m since 2012;
 - Successful delivery of Blackhorse Lane Housing Zone, including Blackhorse Lane workshop, new public open space provision at Cheney Row, improvements to Blackhorse Lane Tube station, new and improved health provision, and cultural facilities.
- 1.2 Evidence-led and consistent infrastructure planning and management is vitally important, and well thought out asset management is crucial to the daily lives of the borough's growing population.
- 1.3 Generally it's only when there's a problem, something stops working, we outgrow current capabilities, or repairs are required that people take notice of the wide range of various facilities in the borough, including healthcare facilities, schools, sports and leisure facilities, water treatment facilities, sewer lines, roads, utility grids, bridges, and railways that underpin our daily lives.
- 1.4 This IDP considers the infrastructure items set out in the groupings below; the level of current provision; and whether the existing provision is sufficient for projected future demand. It also provides, where possible, indicative capital costs for provision of this infrastructure to support the long terms infrastructure planning and developer contributions priorities (including Section 106 Supplementary Planning Document (SPD) requirements and guiding the prioritised investment of the Council Community Infrastructure Levy (CIL).
- **Physical Infrastructure**
Transport, Energy, Water, Waste and Digital Communications

- **Social & Community Infrastructure**

Health, Education & Childcare facilities; Sport & Leisure facilities, including swimming pools and sports halls; Cultural Infrastructure; Gypsy & Traveller provision; and Burial Space

- **Green & Blue Infrastructure**

Open Space & Play, Outdoor Sports Pitches, Allotments, Rivers and reservoirs, Biodiversity, Epping Forest SAC.

Infrastructure & the Climate Change Emergency

- 1.5 In April 2019, Waltham Forest Council declared a Climate Emergency, establishing their commitment to responding to the threat of climate change. Recent decades have seen an overall warming trend in the UK. The Met Office central England temperature series indicates that the 21st century has been warmer than the past three centuries, with the summer of 2018 being the joint hottest recorded in England.
- 1.6 The impacts of these changes in the UK have been comprehensively researched by the UK Climate Impacts Programme (UKCIP), with reported threats and opportunities for London published in 'London's Warming – the impacts of climate change on London'¹. The major impacts that can be expected in the future as a result of climate change include; increased frequency of extreme weather events such as floods and droughts; rising sea levels; hotter, drier summers; and, warmer, wetter winters. The effects of a changing climate on future infrastructure needs and delivery will be far reaching, extending to impacts on health, resources and biodiversity.
- 1.7 The borough's existing Green & Blue Infrastructure network – including; Epping Forest, our parks, open spaces, sport and outdoor play facilities, reservoirs, rivers and embankments – plays a significant role in allowing communities and wildlife to adapt to these increased pressures. The Council is responsible for managing the many of these spaces and it is therefore our role to ensure this network continues to meet the current and future needs of the borough. The Council also works closely with neighbouring authorities and a range of partners and stakeholders to ensure these assets are protected and enhanced where possible eg Walthamstow Wetlands.
- 1.8 The issue of climate change and sustainability has been a key consideration in the development of this IDP.

The Impact of Brexit and Covid19 on Borough Infrastructure Planning

¹ <http://climatelondon.org/publications/londons-warming/>

- 1.9 Waltham Forest is a London Borough in the midst of transformative economic change consisting of strong economic growth, a growing population and a thriving creative and cultural scene. This brings positive change comprising of new developments, people, businesses and leverages much needed regeneration and infrastructure investment. However, policies in the Local Plan and infrastructure needs evidenced in this Infrastructure Delivery Plan (IDP) have been prepared at a time of economic uncertainty associated with the ongoing impacts of the 2016 Referendum and the Covid19 pandemic.
- 1.10 Many of the assumptions underpinning this IDP are sourced from extensive evidence base studies and engagement with delivery stakeholders and their published investment plans or strategies. Many of these plans were published prior to the onset of the Covid19 pandemic. The way in which people use infrastructure now has changed considerably since before March 2020; more people are working from home – this is reducing the need for transport, but supporting the need for improved local amenities, services and active travel options; people working from home means they are using utilities more throughout the day, including electricity and the use of internet bandwidth. These ongoing and evolving impacts will be monitored and reviewed and where it changes key assumptions regarding future demand for infrastructure, these findings will be incorporated into future iterations of this Infrastructure Delivery Plan.
- 1.11 The Covid19 pandemic has also had, and continues to have, a significant impact on public sector finances. This not only affects the Council directly, but also impacts other key funding routes, partners and delivery stakeholders, such as TfL and the NHS/CCG. For example, at the time of writing, all other traditional TfL funding streams are currently unavailable, which is affecting all schemes and services that do not fall within the current Streetscape bidding criteria. The Council hopes this will be a temporary position but is very much subject to wider discussions between the Mayor/TfL and the Department for Transport.
- 1.12 The full effects of the pandemic on the delivery of the Local Plan and the infrastructure needs as set out in this IDP will be closely monitored, reviewed and updated in future versions of this document.

Purpose of the IDP

- 1.13 This Infrastructure Delivery Plan (IDP) has been produced to support the delivery of the emerging Waltham Forest Local Plan to 2035².
- 1.14 The IDP identifies existing deficiencies and surpluses in various types of infrastructure provision and seeks to answer the following questions:
- What infrastructure is required for the future?
 - When will it be required?
 - How much is it likely to cost?
 - How will it be funded and who is responsible for providing it?
 - Are there any identified funding gaps and if so, how are they likely to be overcome?
- 1.15 The IDP seeks to set out a framework that supports the timely and coordinated delivering infrastructure as well as assesses the potential risks of infrastructure not being delivered – taking account of both the impacts of growth and development in the borough, but also taking account of wider expected demographic, social and economic changes in the Borough over the Plan period to 2035.
- 1.16 As infrastructure and services are provided by a number of different organisations at the local, regional and national scale, it is necessary to have full regard to the investment strategies and infrastructure programmes of other relevant organisations responsible for operating in or serving the borough.
- 1.17 The term ‘infrastructure’ is used in the broadest sense to mean any service or facility that supports development, however infrastructure can broadly be categorised as:
- Physical Infrastructure, including Utilities
 - Social & Community Infrastructure
 - Green & Blue Infrastructure
- 1.18 While the term infrastructure can be all encompassing, this IDP focusses on the likely needs arising for those items of infrastructure that are most critical to support the delivery of the emerging Waltham Forest Local Plan to 2035.

The role of the of the Local Plan and IDP in the delivery on Infrastructure

- 1.19 As Local Planning Authority (LPA), the Council has a fundamental role in facilitating and securing the delivery of the infrastructure requirements as identified in this IDP. This includes:

² <https://www.walthamforest.gov.uk/content/local-plan>

- The delivery of infrastructure through the application of planning policies (eg by requiring the provision of necessary infrastructure that is phased in conjunction with development and allocating any necessary sites for infrastructure provision);
- Leveraging direct funding of infrastructure through enabling private sector investment, through the negotiation of planning applications, including the use of planning obligations (Section 106 Agreements);
- Facilitating, enabling and influencing third-party and public sector investment in statutory services that impact on spatial policies (such as education, public transport, health and social care and utilities);
- The collecting and investment of Community Infrastructure Levy (CIL) receipts generated from new chargeable development;
- The collection of Mayoral Community Infrastructure Levy (MCIL) on behalf of the Mayor of London, to help fund strategic transport improvements such as Crossrail 2;
- Continually monitoring the impacts of policies, strategies and delivery and prioritising the use of resources accordingly through the production of a regularly updated IDP and its annual Infrastructure Funding Statement (IFS)³.

1.20 The infrastructure requirements set out in this IDP are based on technical and other assessments undertaken at a certain point in time. Given the depth and evolving nature of the evidence-base work underpinning respective infrastructure items, it is important to acknowledge that the IDP is a 'living document' and will be monitored and updated as more information becomes available or as new infrastructure schemes or solutions are identified.

Infrastructure Delivery Schedule (IFS)

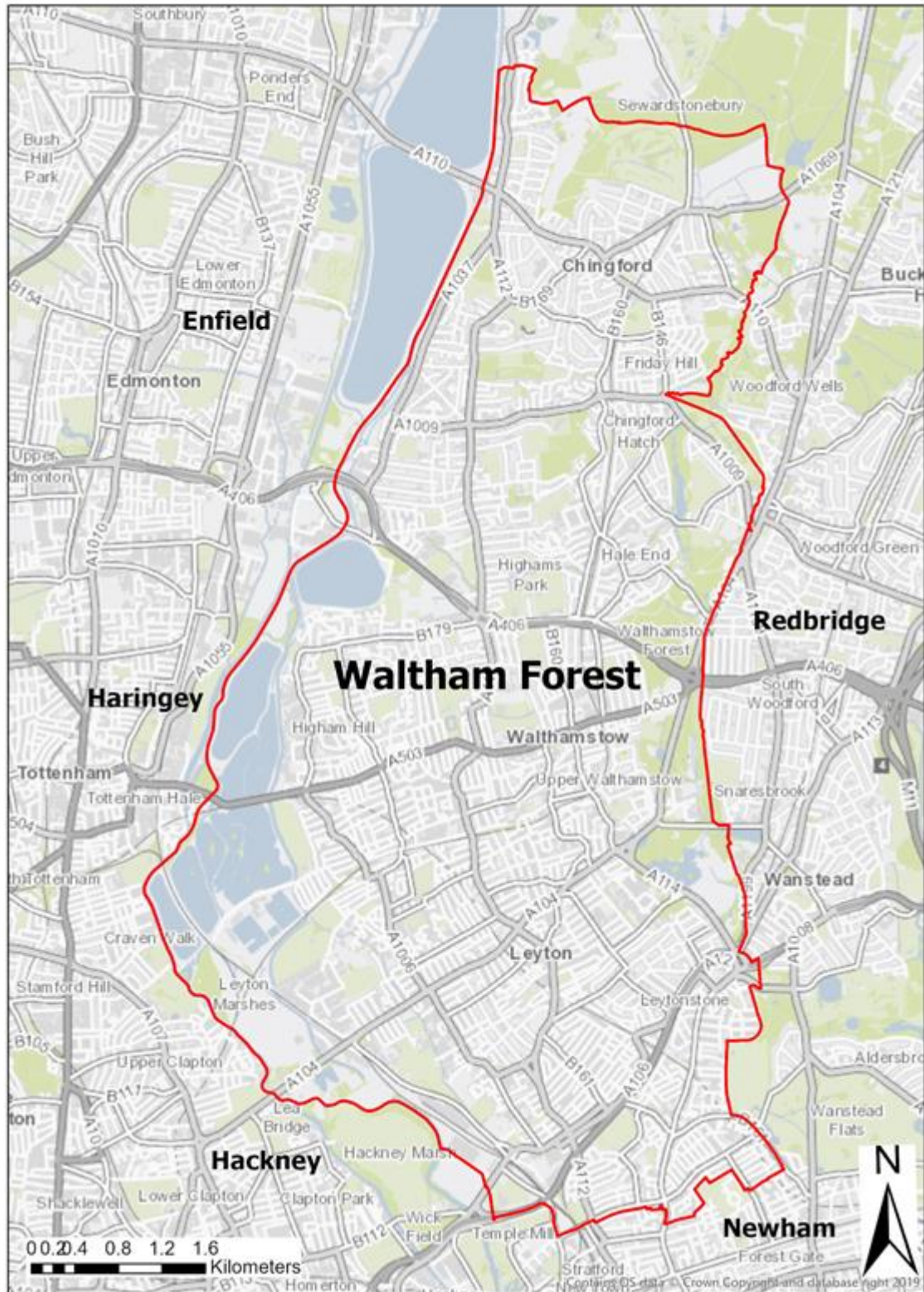
1.21 This IDP is supported by an Infrastructure Delivery Schedule, which sets out identified projects required to support the borough's sustainable growth and development to 2035.

1.22 The relevant phasing periods are as follows:

- Phase 1 (Short Term) – 2020-2025
- Phase 2 (Medium Term) – 2025-2030
- Phase 3 (Long Term) – 2030-2035
- Phase 4 (Very Long Term) – Post 2035

³ <https://www.walthamforest.gov.uk/content/NCIL>

Figure 1.1: London Borough of Waltham Forest Boundary



Legislative and Policy Background

- 1.23 This IDP and supporting Infrastructure Delivery Schedule have been prepared in accordance with the National Planning Policy Framework (NPPF)⁴ and National Planning Practice Guidance (NPPG)⁵ alongside relevant best practice guidance, relevant cross-borough working, London and local policy.
- 1.24 Specific steps have been undertaken that were considered relevant to the scale and range of development in the borough. In addition, where recent studies have been undertaken relating to infrastructure requirements, the relevant findings have been used to inform this IDP.

NPPF 2019

- 1.25 The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally prepared plans for housing and other development can be produced.
- 1.26 The Framework should be read in conjunction with the Government's planning policy for traveller sites, and its planning policy for waste. When preparing plans or making decisions on applications for these types of development, regard should also be had to the policies in this Framework, where relevant.
- 1.27 The NPPF 2019 integrates infrastructure provision into the overarching objective for achieving sustainable development. Paragraph 8 sets out that:

Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives):

a) an economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;

⁴

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/810197/NPPF_Feb_2019_revised.pdf

⁵ <https://www.gov.uk/government/collections/planning-practice-guidance>

b) a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities’ health, social and cultural well-being; and

c) an environmental objective – to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

1.28 The economic objective of the planning system and its role in building a strong competitive economy is further reinforced by Paragraph 81, which states that planning policies should seek to address potential barriers to investment, such as inadequate infrastructure, services or housing, or a poor environment.

1.29 Paragraph 15 promotes the plan-led approach as the means achieving sustainable development. Paragraph 15 states:

The planning system should be genuinely plan-led. Succinct and up-to-date plans should provide a positive vision for the future of each area; a framework for addressing housing needs and other economic, social and environmental priorities; and a platform for local people to shape their surroundings.

1.30 Paragraph 20 considers that infrastructure should be set out in strategic policies and allocations. Paragraph 20 states:

Strategic policies should set out an overall strategy for the pattern, scale and quality of development, and make sufficient provision for:

b) infrastructure for transport, telecommunications, security, waste management, water supply, wastewater, flood risk and coastal change management, and the provision of minerals and energy (including heat);

c) community facilities (such as health, education and cultural infrastructure); and

d) conservation and enhancement of the natural, built and historic environment, including landscapes and green infrastructure, and planning measures to address climate change mitigation and adaptation.

1.31 The NPPF 2019 (Paragraph 25) highlights the importance of collaborating with infrastructure providers to identify the relevant strategic matters that they need to address in their plans, including engagement with infrastructure providers. Paragraph 26 goes on to state that:

Effective and on-going joint working between strategic policy-making authorities and relevant bodies is integral to the production of a positively prepared and justified strategy. In particular, joint working should help to determine where additional infrastructure is necessary, and whether development needs that cannot be met wholly within a particular plan area could be met elsewhere.

- 1.32 Paragraph 34 of the NPPF states that plans should set out the level of contributions expected from development and that, alongside the levels and types of affordable housing provision required, this should include other forms of infrastructure, such as that needed for education, health, transport, flood, water management, green and digital infrastructure. Paragraph 34 goes on to state that ‘such policies should not undermine the deliverability of the plan’.
- 1.33 The NPPF also acknowledges that the delivery of large-scale developments may need to extend beyond an individual plan period, and the associated infrastructure requirements may not be capable of being identified fully at the outset. Anticipated rates of delivery and infrastructure requirements should, therefore, be kept under review and reflected as policies are updated. This will be achieved through regular updating of this IDP and the statutory requirement for the Council to produce an annual Infrastructure Funding Statement (IFS)⁶.

Planning Practice Guidance

- 1.34 More guidance is provided by the National Planning Practice Guidance with the following sections being of particular relevance to the role of infrastructure planning and the IDP in the wider planning and plan-making process:
- Viability, 1 September 2019⁷
 - Planning Obligations, 1 September 2019⁸
 - Plan-Making, 16 July 2020⁹
- 1.35 PPG (Plan-Making) notes that the role of plans is to ‘set out a vision and a framework for the future development of the area, addressing needs and opportunities in relation to housing, the economy, community facilities and infrastructure – as well as a basis for conserving and enhancing the natural and historic environment, mitigating and adapting to climate change, and achieving well designed places.
- 1.36 The Planning Practice Guidance makes clear that, ‘The Local Plan should make clear, for at least the first five years, what infrastructure is required, who is going to fund

⁶ <https://www.walthamforest.gov.uk/content/NCIL>

⁷ <https://www.gov.uk/guidance/viability>

⁸ <https://www.gov.uk/guidance/planning-obligations>

⁹ <https://www.gov.uk/guidance/plan-making>

and provide it, and how it relates to the anticipated rate of and phasing of development.’

- 1.37 The relevant phasing periods are as follows:
- Phase 1 (Short Term) – 2020-2025
 - Phase 2 (Medium Term) – 2025-2030
 - Phase 3 (Long Term) – 2030-2035
 - Phase 4 (Very Long Term) – Post 2035
- 1.38 PPG (Plan-Making) also emphasises the role of effective partnership working between strategic policy makers, neighbouring authorities and infrastructure providers to establish whether additional strategic cross-boundary infrastructure is required.
- 1.39 PPG (Planning Obligations) outlines that there are several ways in which Local Authorities can secure delivery of or financial contributions towards the provision of infrastructure:
- The use of planning conditions¹⁰
 - The use of Planning Obligations, in the form of Section 106 agreements¹¹ and Section 278 agreements¹²
 - The Community Infrastructure Levy (CIL)¹³
- 1.40 The Council can consider whether otherwise unacceptable development could be made acceptable through the use of conditions or planning obligations. Developers are required to comply with any [conditions](#) attached to their planning permission. Conditions should be kept to a minimum and only imposed where they are necessary, relevant, enforceable, precise and reasonable.
- 1.41 Planning obligations, in the form of Section 106 agreements and [Section 278 agreements](#), should only be used where it is not possible to address unacceptable impacts through a planning condition.
- 1.42 With regard to CIL, the PPG notes that:
- Where the Community Infrastructure Levy is in place for an area, charging authorities should work proactively with developers to ensure they are clear about the authorities’ infrastructure needs.*

¹⁰ <https://www.gov.uk/guidance/use-of-planning-conditions>

¹¹ <https://www.local.gov.uk/pas/pas-topics/infrastructure/s106-obligations-overview>

¹² <https://www.legislation.gov.uk/ukpga/1980/66/section/278>

¹³ <https://www.gov.uk/guidance/community-infrastructure-levy>

Authorities can choose to pool funding from different routes to fund the same infrastructure provided that authorities set out in infrastructure funding statements which infrastructure they expect to fund through the levy.

- 1.43 The PPG goes on to state that plan makers should consider the combined total impact of such requests, so they do not undermine the deliverability of the plan.
- 1.44 PPG (Viability) outlines the need for plans to ‘set out the contributions expected from development. This should include setting out the levels and types of affordable housing provision required, along with other infrastructure (such as that needed for education, health, transport, flood and water management, green and digital infrastructure).’
- 1.45 The PPG goes on to note that ‘these policy requirements should be informed by evidence of infrastructure and affordable housing need...’.
- 1.46 While Infrastructure Delivery Plans are not explicitly referred to in the NPPF or PPG, it is clear that in order for plan-making to promote genuine sustainable development, as well as ensure that the plan is ultimately deliverable, plan makers need to understand a number of core questions:
- What infrastructure is required for the future?
 - When will it be required?
 - How much is it likely to cost?
 - How will it be funded and who is responsible for providing it?
 - Are there any identified funding gaps and if so, how are they likely to be overcome?
- 1.47 The fundamental role of the IDP is to seek to address these issues noting that even outside of period of economic uncertainty, the delivery of large scale developments under normal circumstances can often extend beyond an individual plan period, and the associated infrastructure requirements may not be capable of being identified fully at the outset. Indeed, the fundamental way in which the COVID19 pandemic has impacted everyone’s lives, including the changing demand and supply dynamics of the infrastructure services themselves, it will be essential that the anticipated rates of delivery and infrastructure requirements should be kept under review and reflected as the policy landscape, locally, regionally and nationally changes.

Best Practice Guidance

- 1.48 Best practice guidance and further guidelines on infrastructure planning, the use of planning obligations (including CIL and Section 106), development viability and infrastructure delivery more generally have been published by a range of professional bodies including the Planning Advisory Service (PAS)¹⁴, the Planning Officers Society (POS)¹⁵ and the Royal Town Planning Institute (RTPI)¹⁶. The Council also engages regularly with other CIL collecting boroughs in London and further afield, as well as with TfL¹⁷ with regard to the collection of Mayoral CIL¹⁸ receipts – this proves a valuable forum for sharing best practice and engaging collectively with the Government (MHCLG)¹⁹ on the future direction and development of legislation and policy.
- 1.49 Importantly a common theme amongst this guidance is that an IDP for a given area or borough is not something planners can do alone. Planners need to draw in and influence the investments, strategies and investment programmes both internally within the local authority and externally with other stakeholders, service providers or delivery partners, wherever possible.
- 1.50 While some of the guidance is a little dated and can sometimes not reflect current legislation/policy, the Council has had regard to many of the principles established in these publications and sources in the preparation of its IDP.

Figure 1.2: Extract from ‘a Smarter Approach to Infrastructure Planning’, RTPI Research Paper, 2019 (p17-18)²⁰

Principle	What does good infrastructure planning look like?
Place, vision and objectives	<p>A shared vision is critical for success. It should:</p> <ul style="list-style-type: none"> • Take a long-term view centred on the place ambition to ensure that the strategic vision is not lost by the easy wins of on-the-ground projects; • Relate to the appropriate functional area and take account of the relevant cross boundary relationships; • See infrastructure delivery as part of the solution to public service delivery problems – unlocking development, benefiting the local economy and society; • Draw on evidence to set clear quality of place outcome focussed objectives which reflect community priorities, (what – not how) to establish an effective and flexible framework; • Inform better decision making about allocating the right places for the right quality of development; and

¹⁴ <https://local.gov.uk/pas>

¹⁵ <https://www.planningofficers.org.uk/>

¹⁶ <https://www.rtpi.org.uk/>

¹⁷ <https://tfl.gov.uk/>

¹⁸ <https://www.london.gov.uk/what-we-do/planning/implementing-london-plan/mayoral-community-infrastructure-levy>

¹⁹ <https://www.gov.uk/government/organisations/ministry-of-housing-communities-and-local-government>

²⁰ <https://www.rtpi.org.uk/research/2019/may/a-smarter-approach-to-infrastructure-planning/>

	<ul style="list-style-type: none"> • Identify infrastructure requirements (and what infrastructure is not needed) and plans to deliver this.
<p>Prioritisation and funding</p>	<p>Identifying specific infrastructure priorities is a fundamental driver of effective delivery. The right infrastructure should support sustainable growth, contribute to legal carbon reduction targets, achieve environmental and economic progress more broadly, take account of rapid technological change, and prioritise good quality of life outcomes. In this way, prioritisation will provide practical steps towards delivering long-term public sector policy goals and contribute to short-term development ambitions. This approach:</p> <ul style="list-style-type: none"> • Allows infrastructure strategies to be developed which align the vision for the area, the Local Plan process and future growth with service priorities and service delivery; • Enables projects that deliver economic value, through raising land values and releasing sites for development, and provides confidence to the private sector to invest; • Sets a co-ordinated, timetabled programme for infrastructure delivery, and aligns funding with sustainable development outcomes; and • Requires critical thinking and hard choices but provides the basis for a clear structure for decision making and an adaptive delivery process that is responsive to societal, environmental and technological changes.
<p>Engagement and alignment</p>	<p>Effective and early engagement leads to more focused delivery with the right people at the right stage in the process. It should aim for a multi-agency delivery plan which:</p> <ul style="list-style-type: none"> • Establishes lines of communication and working arrangements with stakeholders, infrastructure providers and utility companies to promote proactive collaborative working with partners; • Cultivates trusted relationships which embrace sharing of data and information, break down preconceptions, avoids entrenched positions, and promotes collaborative working towards shared goals; • Explains objectives, programmes, and barriers, recognises the influence of relevant regulatory processes, and develops shared goals; and • Aligns the planning, investment and development cycles and processes of public and private sector bodies to avoid misalignment of critical infrastructure delivery and growth ambitions.
<p>Resources, capacity and skills</p>	<p>Infrastructure planning should:</p> <ul style="list-style-type: none"> • Be given higher priority and made more visible by moving infrastructure up the agenda to become an integral part of an authority's corporate business; • Recognise that organisations are operating within a cash-limited, resource-poor environment, by pooling skills and resources across functional areas to maximise the effectiveness and impact on effective planning, funding and delivery; • Make best use of resources, that are under severe pressure, to share data, combine knowledge and skills and get most value for money. Develop a centre of excellence to promote research into, and dissemination of effective infrastructure planning and delivery tools and techniques, policies and strategies to accommodate future change, and case studies of effective engagement, vision setting and delivery planning; and • Fill the skills and experience gap that exists in infrastructure and strategic planning, reviewing university and apprenticeship content,

	development paths to professional qualification and continuing professional development to promote infrastructure planning as a valued skill.
Demonstration and learning	With such a complex system for infrastructure planning currently, an essential component of practice is understanding what works well and why, and thinking about how this can be best replicated and shared.

1.44 The Council works closely with neighbouring authorities, the GLA, infrastructure and service providers and other stakeholders to develop its approach to infrastructure planning in the borough. This IDP is based on technical and other assessments undertaken at a certain point in time. The IDP is a 'living document' and will be regularly updated and monitored as more information becomes available or as new infrastructure schemes, solutions or issues are identified.

Infrastructure Planning Methodology

1.45 The methodology for this report is broadly based upon the 'steps approach' as recommended by the Planning Advisory Service (PAS)²¹.

Figure 1.3: PAS Steps Approach

Step	Task
Step 1 Vision/Policy Context	The importance of having a vision is critical as it is impossible to plan for infrastructure if all local agencies are not agreed on where they are moving towards. The emerging LP35 has already been through Regulation 18. Consultation and has been founded on extensive engagement with relevant stakeholders and support agencies. The Spatial Vision sets out a future for the different areas within Waltham Forest.
Step 2 Governance	The 'Steps Approach' to infrastructure recommends establishing an infrastructure group to oversee the production of an Infrastructure Delivery Plan so that decisions on infrastructure can be taken by a range of stakeholders. To support the development of this IDP, an infrastructure working group comprising key stakeholders and relevant council departments was established. The group has proved instrumental as a sounding board not only for issues within individual service areas, but as a forum for collaboration, supporting the development of coordinated responses and the development of multi-use infrastructure projects. The group has also proved highly valuable in drawing together funding experience and opportunities from a range of service areas/backgrounds.
Step 3 Evidence Gathering	Following the PAS guidance on infrastructure categories, evidence has been gathered on the borough's current quantity and quality of physical, social and green infrastructure and the future needs for it where this has been available.

²¹

http://www.pas.gov.uk/sites/default/files/documents/A_steps_approach_to_infrastructure_planning_and_delivery_June_2009.pdf

	<p>An updated infrastructure schedule overview comprising the key pieces of infrastructure required to support the borough's growth is included in Appendix 1 of this document.</p>
<p>Step 4 Standards & Deficits</p>	<p>Having gathered evidence on infrastructure and any relevant infrastructure plans/programmes, the standards of provision for each type of infrastructure have been stated in each section, using standards and benchmarks where this has been relevant and applicable. In some cases this has been relatively straightforward, such as where national or London standards exist, but in others standards are absent or are being developed. Here best practice has been taken account of based on available information as a relevant standard, or a recommendation made to develop a localised standard in the future when appropriate resources become available. It is not always possible or helpful to set local standards, as the issue is of sub-regional or regional importance and can be better dealt with at the level of the GLA.</p> <p>Following this, an assessment was made concerning the level of current and future infrastructure provision required to meet local need, based on the GLA's relevant population projections, whilst maintaining/improving the derived standards of provision. Estimates of cost on provision of the infrastructure and, where known, the funding sources and amounts, were used to determine the approximate aggregated funding gaps across the different types of infrastructure.</p> <p>The final result of this approach is a supply and demand analysis of current and future infrastructure provision. This clearly identifies where there are infrastructure deficits, both now and over the life of the plan, that need to be addressed. The main body of this document contains this analysis of current and future infrastructure for the growth areas defined by the Local Plan.</p>
<p>Step 5 Infrastructure Delivery Plan (IDP)</p>	<p>PAS recommends producing an Infrastructure Delivery Plan (IDP), which has been developed following the assessment steps set out above. It includes a summary of the assessment and a delivery table that sets out the following:</p> <ul style="list-style-type: none"> ● Infrastructure type/project; ● Project details, including location; ● Delivery time/phasing; ● Project status and commitment; ● Total capital costs; ● Any funding gap; ● Funding sources; ● Delivery partners; and ● Risk of non-delivery. <p>The Delivery Plan is a live document and will need to be regularly updated, with a full review carried out on an annual basis and supported by a periodic review of the infrastructure needs assessment.</p>
<p>Step 6 Validation</p>	<p>As recommended by PAS, this Infrastructure Delivery Plan (IDP) has been developed through the active engagement of partners, both internal and external, and other Council departments. This has ranged from the provision of service level information to discussions and meetings, through to officers being heavily involved in drafting, or signing off, sections or sub-sections of the document. The complete draft document has been circulated amongst key</p>

	<p>officers for a final round of comments before being finalised. Risk assessment and management is a key area in completing Step 6.</p> <p>It needs to be accepted that there will be information gaps within the infrastructure evidence base and that these gaps cannot be rectified within the timeline of producing a single plan. The emphasis is on this being a living document that is updated and improved at annual intervals. Therefore any risks to the robustness of the evidence have been highlighted in each section and an overall risk assessment for delivering infrastructure is set out in the Delivery Plan.</p>
<p>Step 7 Delivery</p>	<p>Currently the Infrastructure Planning team within the Council’s Economic Growth & Housing Delivery Directorate is responsible for updating this document. It is envisaged that the Developer Contributions Board and ultimately Infrastructure Investment Board (Chaired by the Leader) will continue to operate to ensure that the use of S106 and CIL contributions meets the specified legal conditions and reflects corporate priorities through the alignment of contributions with the Council’s wider capital requirements, and other member-sighted programmes.</p>

Phasing of Infrastructure

1.46 Whilst all supporting infrastructure is important to support sustainable development, some of it, such as health, education or transport, are regarded as more critical given that they are relied upon and are fundamental to the daily lives of the vast majority, if not all of the Boroughs residents.

- **Critical** – the identified infrastructure is critical, without which development cannot proceed eg enabling development
- **Necessary** – the identified infrastructure is necessary to support new development, but the precise timing and phasing is less critical, and the development, or part thereof, may proceed in advance of its provision.
- **Preferred** – the identified infrastructure item is preferred in order to build sustainable communities for the future. Timing is not critical over the plan period and the development could be delivered in advance, even with no certainty that the desired infrastructure will be delivered in the future.

Figure 1.4: Critical, Necessary and Preferred Infrastructure - definitions

2. Growth in Waltham Forest to 2035

Introduction

- 2.1 This section of the IDP sets out expected residential and employment growth in the borough over the Plan period to 2035 and how this informs the assessment of future infrastructure requirements and costs.
- 2.2 It should be noted that further detailed analysis on projected growth in homes, jobs, residents and employees will be undertaken to support the emerging Local Plan to 2035.

Historic Growth in Waltham Forest

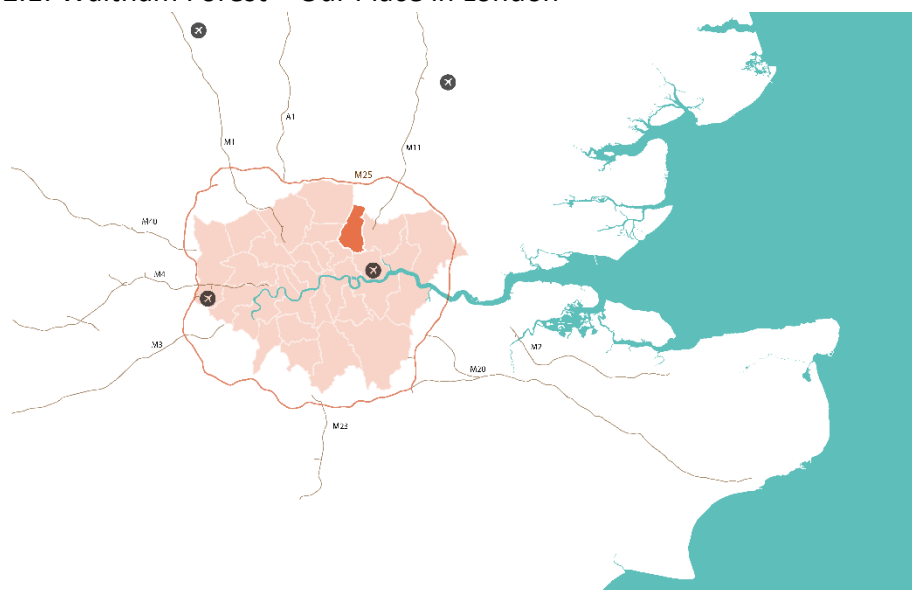
- 2.3 Waltham Forest is a rapidly growing borough. Between 2010 and 2020, the number of residents has increased by 20%. The annual growth rate of 1.7% is higher than both the London average (1.3%) and the UK average (0.8%). At the same time as experiencing a substantial increase in the number of residents, the borough is becoming increasingly diverse, with international migration being a key driver of population growth.
- 2.4 Since 2012, the number of businesses in the borough has grown by nearly 80%²². The borough has benefitted significantly from the economic growth taking place across London, including the legacy benefits of the Olympic Games in 2012 and more recently our year as London's first Borough of Culture in 2019. The Borough has gone on to create a network of distinctive town and neighbourhood centres and high streets that contribute to its individuality and its attractiveness to residents and businesses as well as vital local economic and cultural hubs.
- 2.5 The Borough is currently home to 276,983²³ residents and 11,855²⁴ businesses.

²² https://www.nomisweb.co.uk/reports/lmp/la/1946157278/subreports/idbr_time_series/report.aspx

²³ <https://www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationestimates/datasets/populationestimatesforukenglandandwalescotlandandnorthernireland>

²⁴ https://www.nomisweb.co.uk/reports/lmp/la/1946157278/subreports/idbr_time_series/report.aspx

Figure 2.1: Waltham Forest – Our Place in London



Waltham Forest Local Plan 2035

- 2.6 The Waltham Forest Local Plan 2035 Regulation 19 consultation document sets out the proposed planning framework to the borough over the next 15 years to 2035. The proposed Waltham Forest Local Plan is formed of the Local Plan Strategic Policies (Part 1) and the Site Allocations Document (Part 2). The Local Plan Part 1 sets out strategic policies and development management policies for delivering development across the borough. The Site Allocations Document forms Part 2 of the Local Plan and sets out where strategic development will be delivered across the borough. These two documents should be read together.
- 2.7 Once adopted, the Waltham Forest Local Plan (2020-2035) will shape and manage good growth, development and regeneration across the borough for the next 15 years. It sets out how the borough will meet the challenges of economic, environmental and social sustainability to ensure good growth and sustainable development. It aims to promote the sustainable growth of Waltham Forest.
- 2.8 The Draft Local Plan Part 2 (Site Allocations) sets out what uses and development the Council would prefer to be delivered on a range of identified sites across the borough. The Plan period is the same as the Local Plan Part 1 – 2020-2035. The site allocations will set out the preferred use or mix of uses as well as set out any policy criteria or guidance for the development of the site. These sites are allocated to support the delivery of the Local Plan and the wider growth ambitions of the London Plan.
- 2.9 The Site Allocations Document, will include:

- Proposed development site locations, for strategic development across the borough;
- Sites associated with the delivery of essential infrastructure to support growth;
- Estimated timescales for delivery or development;
- The proposed use of potential sites i.e. for residential, employment or mixed use; and
- Specific mitigation required for the development of specific sites, and particular development constraints associated with sites.

2.10 Demands for infrastructure can arise from a variety of sources, which includes resolving deficiencies or weaknesses in existing infrastructure. While population growth is a principal factor for any form of infrastructure planning, it is the specific issue of infrastructure that may be required as a direct consequence of the development proposals and ambitions as set out in the draft local plan that of particular importance to this IDP. The urban nature of the borough and the fact that the local plan is not seeking to increase the number of employment allocations, release Green Belt or pursue major urban extensions (rather to intensify and modernise uses where appropriate) requires increasingly sophisticated approaches to the assessment of infrastructure capacity and needs. It also requires increasingly innovative solutions to meet those identified needs.

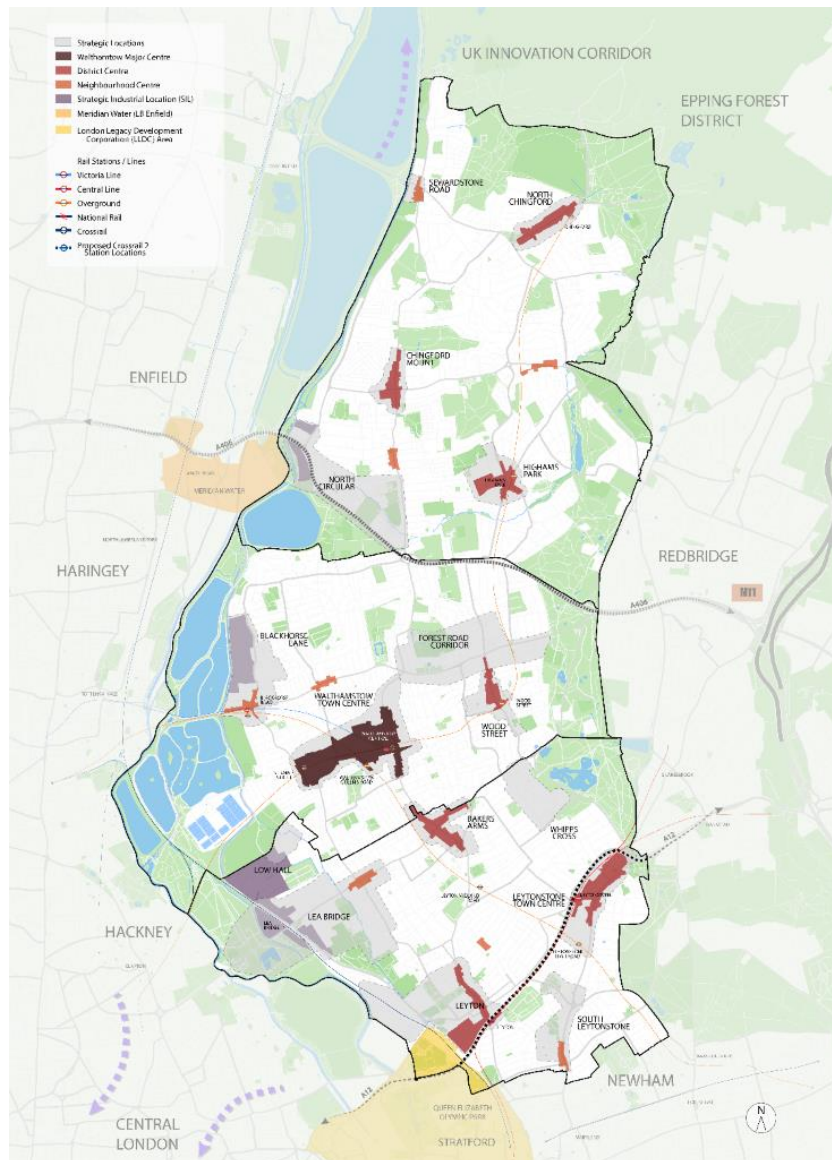
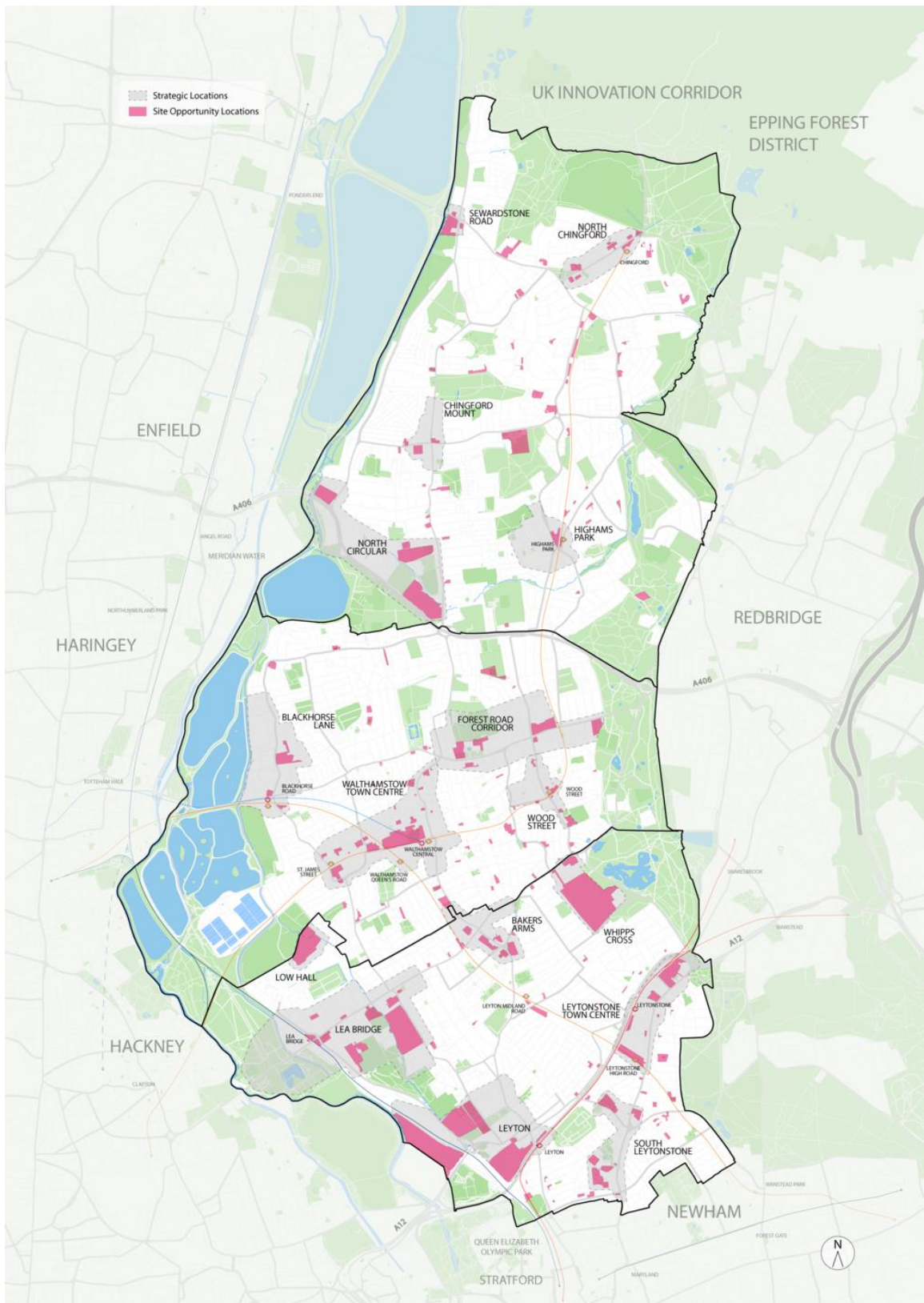


Figure 2.2: Local Plan 2035: Strategic Key diagram

- 2.11 Waltham Forest is relatively small in comparison with other Outer London boroughs. It covers 3,880 ha in area, of which approximately 27% is Green Belt or Metropolitan Open Land (MOL), concentrated primarily on the western edge of the Borough. The Borough typically has an urban density in the south with significant street life and entertainment, while the north of the borough has a quieter, low-density residential character with generous green spaces.
- 2.12 Figure 2.2 shows how the Draft Local Plan divides the borough into sub-areas of South, Central and North to focus new regeneration and investment activity. Within each sub-area it identifies a number of neighbourhood development centres, referred to as strategic locations. Figure 2.2 also shows site opportunity locations – sites expected to come forward for development at some point over the next 15 years.

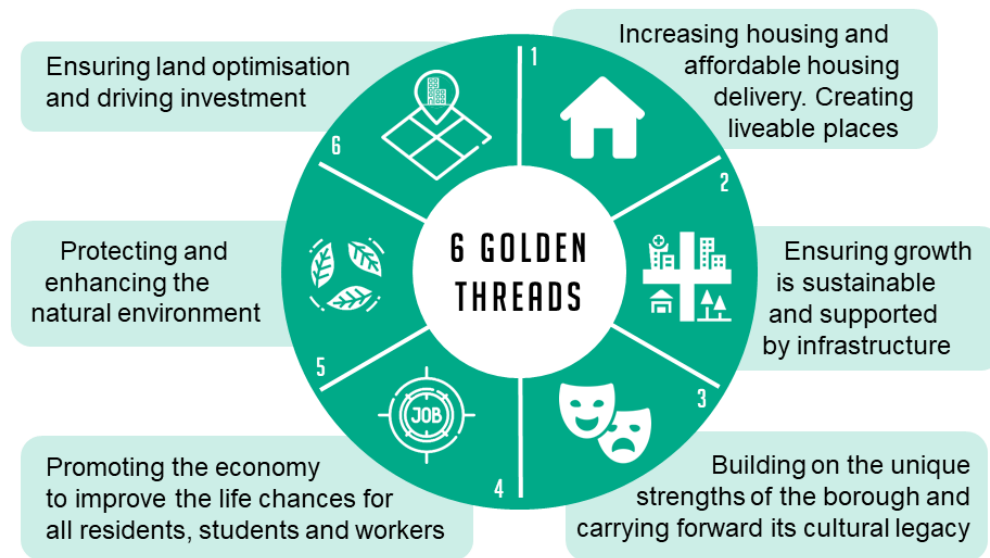
Figure 2.3: Draft Local Plan, Waltham Forest sub-areas and site opportunity locations (2020)



Source: London Borough of Waltham Forest Local Plan Part 1

2.13 The Local Plan sets out the strategic priorities for development and sustainable growth of the borough over the next 15 years. There are six golden threads that shape the Local Plan. These are all considered to have equal value.

Figure 2.4: Waltham Forest Local Plan 2035 – ‘6 Golden Threads’



2.14 The IDP relates to a number of strategic and thematic policies throughout the Local Plan 2035, however it particularly relates to the following policies:

- **Policy 3 - Infrastructure of Growth** seeks to accommodate additional demands for infrastructure arising from growth and sets out the policy approach to secure such provision. This involves working proactively with infrastructure delivery bodies and agencies, landowners and developers.
- **Policy 6 - Ensuring Good Growth** sets out the overarching policy principles/conditions to deliver sustainable economic growth.
- **Policy 36 - Promoting Culture and Creativity** seeks to protect and enhance cultural venues, spaces, facilities and uses as well as activities and initiatives.
- **Policy 48 - Social and Community Infrastructure** aims to preserve and enhance the borough’s network of social and community infrastructure.
- **Policy 49 - Education and Childcare Facilities** supports the development of new education and childcare facilities across the borough to meet the needs of the growing population.
- **Policy 52 - Making Safer Places** promotes community safety and crime deterrence (including Emergency Services).

- **Policy 62 - Promoting Sustainable Transport** promotes the delivery of vibrant, habitable and active communities with the aim of increasing physical and mental wellbeing benefits.
- **Policy 63 - Active Travel** encourages the continuous street improvements that enable people to build active travel into their everyday lives in a safer and healthier environment.
- **Policy 64 - Public Transport** seeks to support, enhance and complement the existing public transport network in order to unlock and mitigate future growth and improve people's life chances.
- **Policy 69 - Electric vehicles** aims to promote electric and ultra-low-emission vehicles and provision of charging infrastructure.
- **Policy 70 - Utilities Infrastructure** ensures the borough has the utility capacity and capability to meet existing and future needs.
- **Policy 71 - Digital Infrastructure** ensures residents and businesses have access to high-quality digital connectivity.
- **Policy 79 - Green Infrastructure and the Natural Environment** seeks to preserve and enhance green and blue open spaces including Green Belt and Metropolitan Open Land (MOL).
- **Policy 80 - Parks, Open Spaces, Sport and Recreation** aims to increase access to play, sport, recreation, parks and open space.
- **Policy 81 - Biodiversity and geodiversity** addresses preservation and potential increase in biodiversity and retention and protection of geological features of interest.
- **Policy 82 - Trees** addresses the issues of protection, preservation and increasing the number of trees in the borough as a component of green capital.
- **Policy 83 - The Epping Forest and the Epping Forest Special Area of Conservation** promotes cooperative working with partners and agencies to provide a framework for the mitigation of development impacts on the Epping Forest SAC.
- **Policy 85 - Protecting and Enhancing Waterways and River Corridors** addresses preservation and enhancement of the water environment and its biodiversity.
- **Policy 87 - A zero carbon borough** seeks to minimise greenhouse gas emissions and carbon footprint while maximising energy efficiency.
- **Policy 88 - Decentralised and renewable energy** seeks to maximise the use of spaces and decentralised energy systems.
- **Policy 91 - Water Quality and Water Resources** seeks to mitigate any impact on the water quality or supply.
- **Policy 93 - Managing Flood Risk** sets out the criteria to minimise flood risk.
- **Policy 95 - Waste management** sets out how waste will be managed in the borough in line with the Mayor's waste hierarchy through the borough's participation in the North London Waste Plan (NLWP).

Waltham Forest Growth Trajectory to 2035

- 2.15 The GLA Strategic Housing Land Availability Assessment (SHLAA) and Waltham Forest's Growth Capacity Study 2018 show the borough has enough capacity to deliver the new homes that are needed to meet the borough's planned housing requirement. These assessments demonstrate that Strategic Locations across the borough have significant capacity for new homes, by making effective use of land, and promoting appropriate intensification. Such opportunities will be explored through Area Supplementary Planning Documents (SPDs), Masterplans and Planning Briefs, as set out in Chapter 4 of Waltham Forest's Spatial and Growth Strategy. In addition to this, new homes will be planned around transport hubs and accessible locations across the borough. Sites suitable for new homes will be listed on Waltham Forest's Brownfield Land Register. The Brownfield Land Register will enable Waltham Forest to have up to date and consistent information on sites for new homes, maintained in a transparent way through publishing as open data.
- 2.16 The Housing Trajectory illustrates the expected rate of housing delivery over the plan period. In considering when sites will be delivered in the plan, the Housing Trajectory has been informed by the Waltham Forest Growth Capacity Study and site feasibility work. The expected phasing of sites identified as deliverable and developable over the Plan period indicates that several of the large sites that provide a significant proportion of the overall quantum of development expected will deliver over a number of years. This fact, in combination with the significant uplift in delivery required to meet the overall housing requirement, justifies the stepping of the housing requirement, so that it remains deliverable whilst realistically maximising the amount of housing actually delivered.
- 2.17 The Draft Local Plan sets a the housing requirement of 1,264 for the five (financial) years of the plan from 2019/20 to 2023/24, and then increases to 1,770 in 2024/25 and again to 2,267 for the five years to 2029/20, before reducing to 1,770 for the remainder of the Plan period to 2035/36.

The Intend to Publish London Plan (2019)

- 2.18 Following the Standard Method for assessing local housing need, the average annual housing requirement figure is 1,770 new homes.
- 2.19 The delivery of the sites will be monitored in Waltham Forest's Authority Monitoring Report (AMR) and Waltham Forest's Housing Delivery Test Action Plan (HDTAP).

Figure 2.5: Waltham Forest Local Plan 2035 'Stepped Trajectory' of Housing Delivery



2.20 Policy 4 of the Draft Local Plan sets out that accommodating growth will be achieved by focusing new development, regeneration and investment activities primarily in Strategic Locations and other Site Opportunity Locations (Figure 2.5 above). These will be the primary locations for growth involving new homes and jobs with supporting infrastructure.

- A. South Waltham Forest: A minimum of 16,000 new homes and 3,250 new jobs in the Strategic Locations of Lea Bridge and Church Road, Low Hall, Leyton, South Leytonstone, Leytonstone, Whipps Cross and Bakers Arms and Leyton Green.**
- B. Central Waltham Forest: A minimum of 7,600 homes and 1,600 jobs in the Strategic Locations of Blackhorse Lane, Walthamstow Town Centre, Forest Road Corridor and Wood Street District Centre.**
- C. North Waltham Forest: A minimum of 3,400 homes and 1,940 jobs in the Strategic Locations of North Chingford District Centre, Sewardstone Road Neighbourhood Centre, South Chingford District Centre, Highams Park District Centre and the North Circular Corridor.**
- D. Elsewhere in Borough: A minimum of 3,800 homes outside the identified Strategic Locations.**

Figure 2.6: Expected growth by Ward to 2035 (dwellings)

WARD	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28	2028-29	2029-30	2030-31	2031-32	2032-33	2033-34	2034-35
CANN HALL	5	45	0	36	35	38	223	34	13	14	14	12	14	51	51
CATHALL	119	32	0	24	23	227	370	192	134	136	23	20	23	94	94
CHAPEL END	7	28	0	11	560	323	192	9	9	10	11	9	11	19	19
CHINGFORD GREEN	4	39	1	74	33	36	35	66	300	250	26	75	26	13	13
ENDLEBURY	1	33	0	17	16	19	18	15	36	37	37	35	37	14	14
FOREST	11	36	0	8	7	461	539	536	372	24	24	81	96	20	20
GROVE GREEN	20	13	-16	3	2	7	115	114	24	26	26	23	26	21	21
HALE END AND HIGHAMS PARK	3	11	0	1	0	177	2	-1	16	17	17	15	17	32	32
HATCH LANE	20	13	0	38	38	39	39	37	4	5	5	4	5	9	9
HIGH STREET	237	45	0	88	505	100	136	109	31	132	138	30	33	28	28
HIGHAM HILL	1	24	29	181	180	3	2	0	10	10	11	9	11	40	40
HOE STREET	67	88	96	55	114	60	58	52	49	51	52	48	52	54	54
LARKSWOOD	123	68	0	38	33	11	9	6	39	195	202	38	41	20	20
LEA BRIDGE	310	40	100	232	181	809	459	454	425	188	187	39	41	70	70
LEYTON	0	37	0	4	620	258	420	417	260	644	395	1098	895	548	798
LEYTONSTONE	39	75	34	10	9	14	12	8	221	14	214	245	14	83	83
MARKHOUSE	237	204	86	29	475	333	31	27	24	26	26	23	26	21	21
VALLEY	2	11	0	5	4	86	6	3	19	31	220	218	329	48	48
WILLIAM MORRIS	384	15	605	228	13	16	15	11	34	35	35	33	35	40	40
WOOD STREET	214	164	154	21	-113	25	23	242	23	25	25	22	25	22	22
TOTAL	1804	1021	1089	1103	2737	3042	2704	2333	2043	1868	1690	2078	1759	1246	1496

Housing Mix and Size

2.21 Policy 14 of the Draft Local Plan sets out the requirements for a diverse range of housing which seeks to provide a mix of dwellings across all tenures – see Figure 2.7 below.

Figure 2.7 – Proposed housing Mix and Size, Draft Local Plan 2035

Bedroom Size	1 bed	2 bed	3 bed +
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%

Employment Growth

2.22 Waltham Forest’s Draft Local Plan and Employment Land Review (2019) has identified an objectively assessed need for 8,100 jobs equating to 52,000sqm of employment floorspace (identified B2, B8 and Class E Part G i, ii, iii) over the plan period. The Employment Land Audit (2020) demonstrates that this objectively assessed need can be delivered through efficient and effective use of existing employment sites.

2.23 The need for different uses is identified as being for:

- 18,848sqm of office space (Class E Part G i / ii)
- 36,604sqm of distribution space (B8)
- - 4,215sqm of industrial space (Class E Part G iii /B2)

- 2.24 In line with the London Plan, the 52,000 sqm additional floorspace is expected to be delivered through intensification and consolidation across existing employment areas.
- 2.25 These are the designated employment areas of Strategic Industrial Locations (SIL) and Borough Employment Areas (BEA), in addition to the Locally Significant Industrial Sites which are introduced in this Plan. The Employment Land Audit (2020) demonstrates that it is possible to achieve this level of increase.
- 2.26 The plan's policies on the management of SIL, LSIS and BEA, and Non-Designated Employment Land set out how this can be delivered through intensification, consolidation and colocation in line with Intention to Publish London Plan Policy E7. Town Centres are also a good location for offices and light industrial uses, as they are well connected and have facilities that workers may want to be close to, as well as possibility of attracting local customers.
- 2.27 The Employment Land Study states that the focus should be on a range of typologies to meet future demand and need. These comprise distribution uses related to logistics, industrious space, and New London Mix. Distribution space will be directed to areas across the borough which have good access to the strategic road network.

Retail Growth

- 2.28 Prior to the Covid-19 pandemic, an assessment of the need for retail floorspace during the plan period (up to 2035) was undertaken as part of the Waltham Forest Retail & Town Centres Study 2019. Evidence from the study indicates a reduced requirement for net additional retail floorspace across the Borough in short to medium term. For convenience retail, the study indicates a projected need of only 1700 sqm by 2029 and 3600 sqm by 2035. Comparison retail floorspace need is also projected to be 3700 sqm by 2029 and 15,000 by 2035.

Figure 2.8: Retail and Town Centres in Waltham Forest



2.28 The study notes the significant impact upon available net additional quantitative capacity arising from recent retail commitments, and also a number of factors including the on-going challenges faced by the UK retail sector generally. Crucially, the study also notes that less reliance should be placed upon the 2035 forecast due to the time periods involved and the NPPF advice that local authorities can focus upon at least ten years into the future and not the whole of the development plan period. Accordingly, the Plan places a reduced weight on 2035 forecasts.

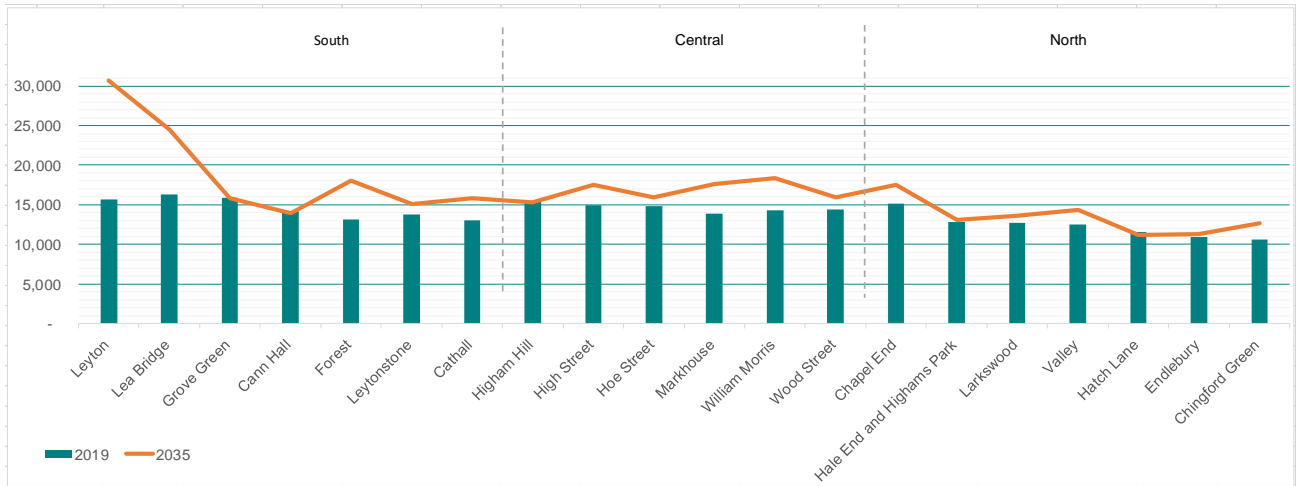
Demographic Analysis

2.29 The population of Waltham Forest in 2019 was estimated to be 275,909 – an average size for London.

2.30 Between 2019 and 2035, Waltham Forest's population is projected to increase by 52,000 (19%) and to reach over 328,000 by 2035²⁵.

Figure 2.9: Population per ward, Waltham Forest, 2019 and 2035

²⁵ Greater London Authority (GLA) 2018-based housing led population projections, Borough Preferred Option (BPO). Available at <https://data.london.gov.uk/dataset/gla-population-projections-custom-age-tables>



Source: GLA, 2018-based ward population projection, Borough Preferred Option (BPO), 2018 (run June 2020)

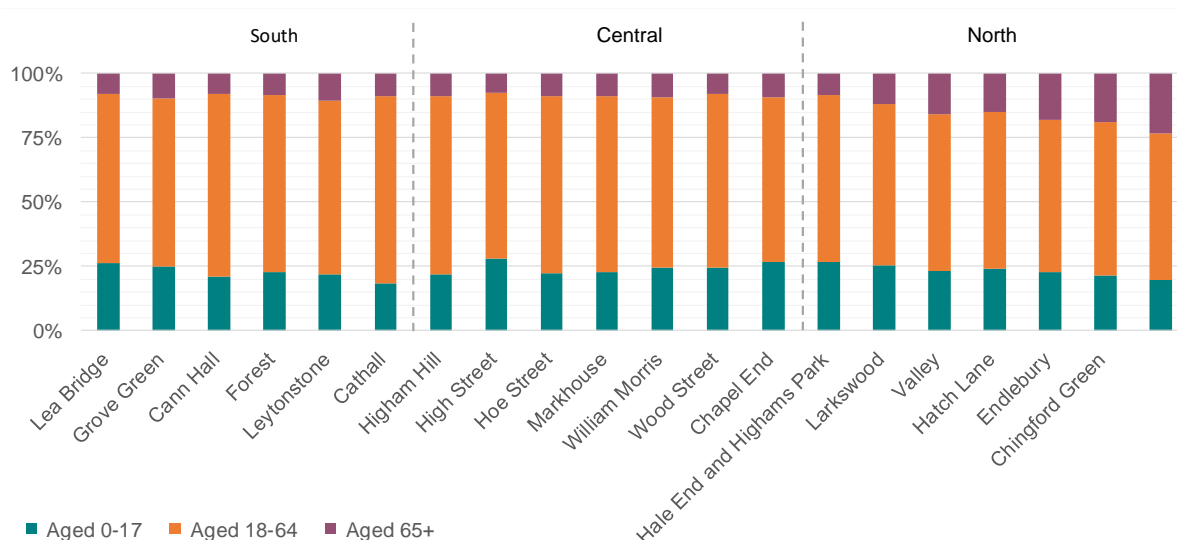
2.31 Figure 2.9 provides a better understanding of the population per ward in the borough according to the GLA projections (2020). As it shows, the south of the borough had more than 101,000 residents in 2018, representing the 37% of Waltham Forest’s population, whilst Central and North have the 32% and 31% respectively.

Age

2.32 This IDP considers a range of groups including children, younger people (aged 16-24 years old) and older people (65-84 and 85+ plus years old). Figure 2.10 provides a breakdown of ages for Waltham Forest, according to the GLA (2020)²⁶, where it shows that the 66% of the population are aged between 18 to 64 years; whilst people aged and between 0 to 17 and over 65 years represent the 24% and 11% of the population respectively.

Figure 2.10: Population Age Profile per ward, Waltham Forest, 2019

²⁶ GLA 2017-based housing led population projections, Borough Preferred Option (BPO) at <https://data.london.gov.uk/dataset/gla-population-projections-custom-age-tables>



Source: GLA, 2018-based ward population projection (BPO), 2018 (run June 2020)

2.33 Figure 2.10 also shows the North of the borough has a higher proportion of residents aged over 65 with an average of 16% compared to wards in the Central and South areas with 9%.

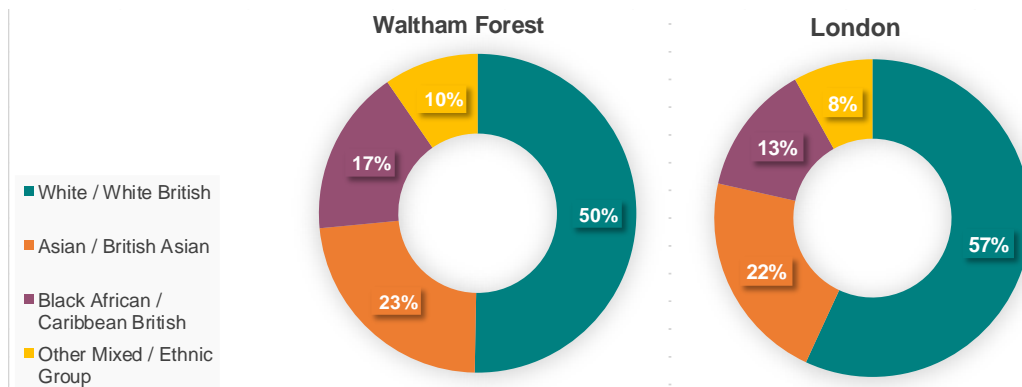
Ethnicity and Race

2.34 Waltham Forest is one of the most ethnically diverse areas in London. Figure 2.11 shows the breakdown of ethnicity²⁷ by geography; the proportion of the population of Black, Asian and Minority Ethnic (BAME) origin is significantly higher in Waltham Forest (50%) than in London as a whole (43%).

2.35 The second biggest ethnic group in the borough is Asian/Asian British (23%), followed by Black African / Caribbean and Black British groups (17%). Again, these proportions are higher than for London as a whole. Residents with Mixed/Multiple ethnicities and those categorised in any other ethnic group each account for 10% of the borough’s population, similar to the London average.

Figure 2.11: Ethnicity by Geography: London and Waltham Forest, 2018

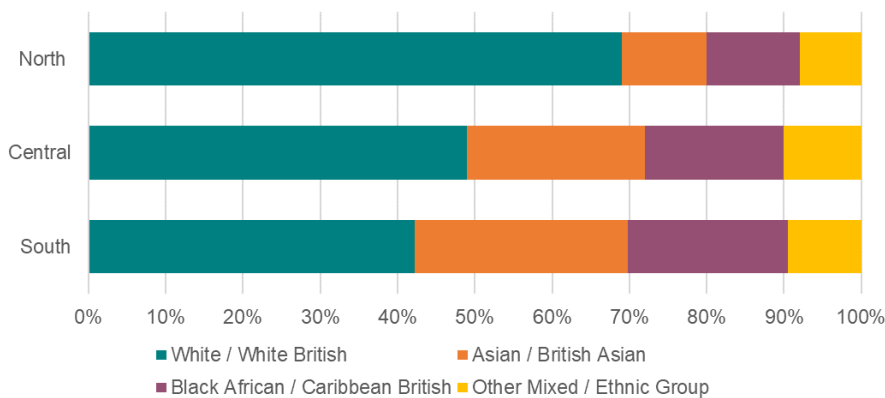
²⁷ The Ethnicity groups are: **White / White British** (White English/Welsh/Scottish/Northern, White Irish and Other White); **Mixed / Other Ethnic Group** (White and Black Caribbean, African, Asian, Arab, Other Mixed); **Asian / British Asia** (Indian, Pakistani, Bangladeshi, Chinese, Other Asian); **Black African / Caribbean British** (Black, African, Caribbean, Black British, Other Black)



Source: GLA, based housing led population projections (BPO), 2017

2.35 Figure 2.11 shows the proportion of the population in each area of the borough that is from a Black, Asian and Minority Ethnic (BAME) origin. This is significantly higher in the South (58%) and Central (51%) areas, compared to the North (31%).

Figure 2.12: Ethnicity in Waltham Forest by area, 2011

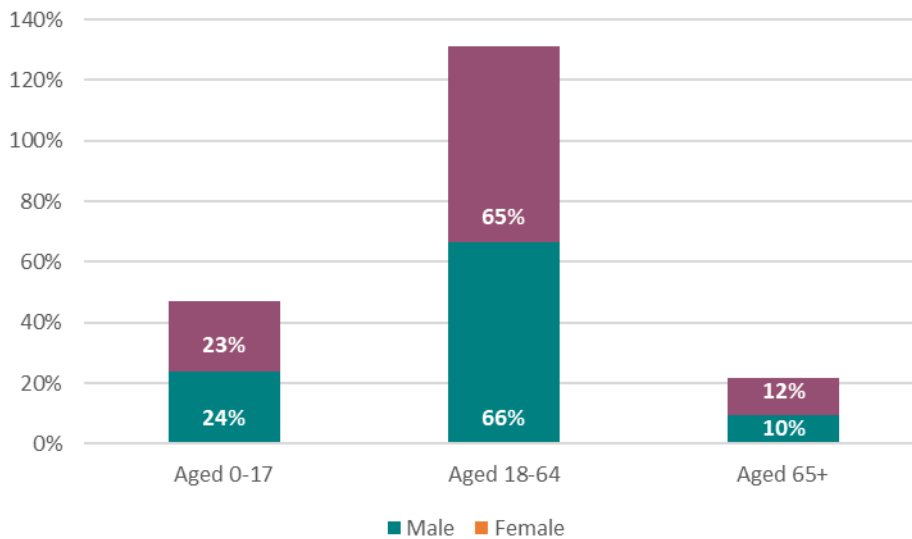


Source: ONS, 2011 Census, 2011.

Sex / Gender

2.36 Figure 2.12 shows the distribution of men and women in the borough across different ages-groups. Waltham Forest has a similar distribution by age for men and women, with a slightly higher proportion of women in the over 65 group (12% against 10%).

Figure 2.13: Population breakdown by Sex and Geography: London and Waltham Forest 2019

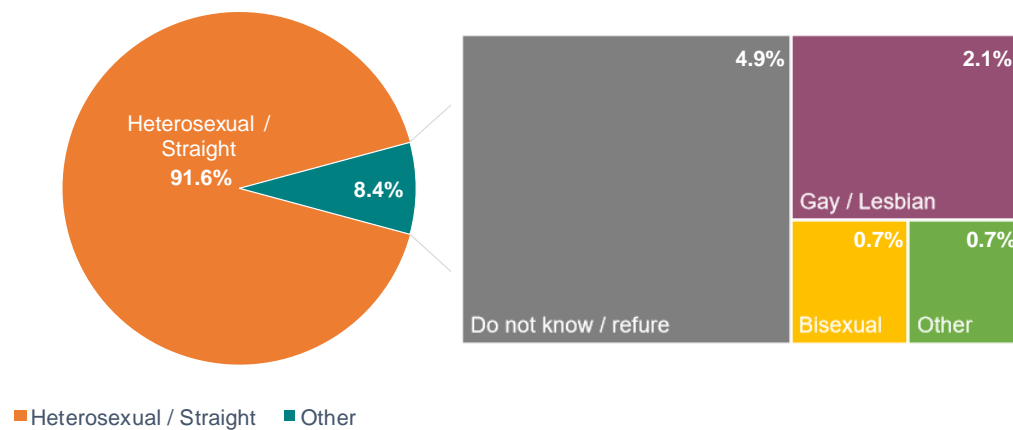


Source: GLA, 2018-based ward population projection (BPO), 2020

Sexual Orientation

2.37 Figure 2.14 shows the UK statistical bulletin by the ONS in 2018²⁸ on Sexual Orientation; where the 91.6% as heterosexual or straight while the 2.1% of London residents identified as gay or lesbian; 0.7% as bisexual; 0.7% as an 'other' sexual identity; and 4.9% declined to say or do not know.

Figure 2.14: Sexual Orientation, London, 2018



Source: ONS, Sexual Orientation, 2018

²⁸ Office for National Statistics (ONS); Sexual Orientation, 2018: UK statistical bulletin at <https://www.ons.gov.uk/peoplepopulationandcommunity/culturalidentity/sexuality/bulletins/sexualidentityuk/2017>

2.38 London had the largest proportion of adults identifying as LGBT+ in 2018⁶ - 2.8% of the population. In 2016²⁹, around 5.1% of economically active Londoners identified as a member of the LGBT+³⁰ community.

Pregnancy and maternity

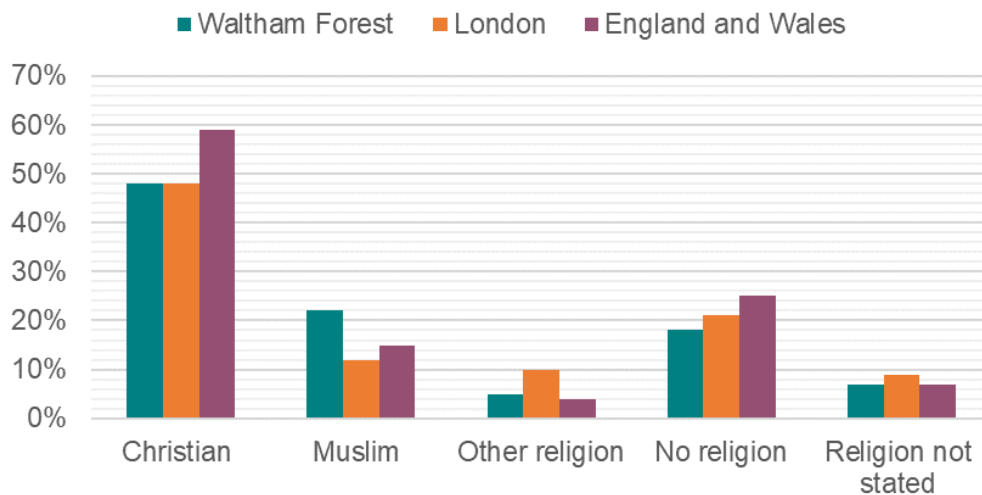
2.39 There were 4,470 live births in Waltham Forest in 2018, a decrease of 5% since 2016³¹. The borough in 2018 had one of the highest general fertility rates (GFR) in London with 72 live births per 1,000 women aged 15 to 44 years; higher than London with 60 births. This is an important component of future population growth in that area.

2.40 There were 1,600 deliveries from Black and Minority Ethnic (BME) group mothers³² in 2018/19.

Religion or belief

2.41 Waltham Forest is a multi-faith community, reflecting the diverse population of the borough. Figure 2.15 presents religion/belief by geography, although it should be noted that much of this information stems from the 2011 census and will be updated as part of the 2021 census. Christianity was the main religion in the borough in 2011, with had 48% of residents identifying as Christian. The second most common religion in the borough is Islam (22%); this also related to the largest Muslim community. 5% of residents said they followed other religions and 18% said they don't have a religion.

Figure 2.15: Religion/belief by geography, 2011



²⁹ Transport for London (TfL) (2019), Annual Diversity and Inclusion impact report 2018/19. Available at: <http://content.tfl.gov.uk/tfl-annual-diversity-and-inclusion-impact-report-2018-19.pdf>

³⁰ LGBTQ+ is an inclusive way of referring to all those who do not identify as heterosexual and/or cisgender. This includes, but is not limited to, anyone who identifies as lesbian, gay, bisexual, trans, queer, questioning, intersex, asexual and/or pansexual.

³¹ ONS (2018). Births, TFR and GFR. Available at: <http://www.ons.gov.uk/ons/rel/vsob1/birth-summary-tables--england-and-wales/index.html>

³² Public Health England. Child and Maternal Health. Available at: <https://fingertips.phe.org.uk/profile/child-health-profiles/data#page/3/gid/1938133222/pat/6/par/E12000007/ati/202/are/E09000031/iid/92266/age/179/sex/2/cid/4/page-options/car-do-0>

Source: ONS, 2011 Census, 2011.

Disability

- 2.42 The Annual Diversity and Inclusion impact report 2018/19 from TfL states that 19% of the Capital's population has identified as being disabled, and 11% of economically active Londoners have a disability. Londoners over 16 years old with a disability will, by 2020, represent slightly more than 20% of people who are economically active.
- 2.43 Borough-specific data is available through the 2011 census. As many as 37,600 residents – 15% of the borough population – indicated in the census that their day-to-day activities are limited because of their health. 17,900 (7% of the borough population) said their activities were limited a lot, while 19,700 said they were limited a little (8%).³³

Social-economic status

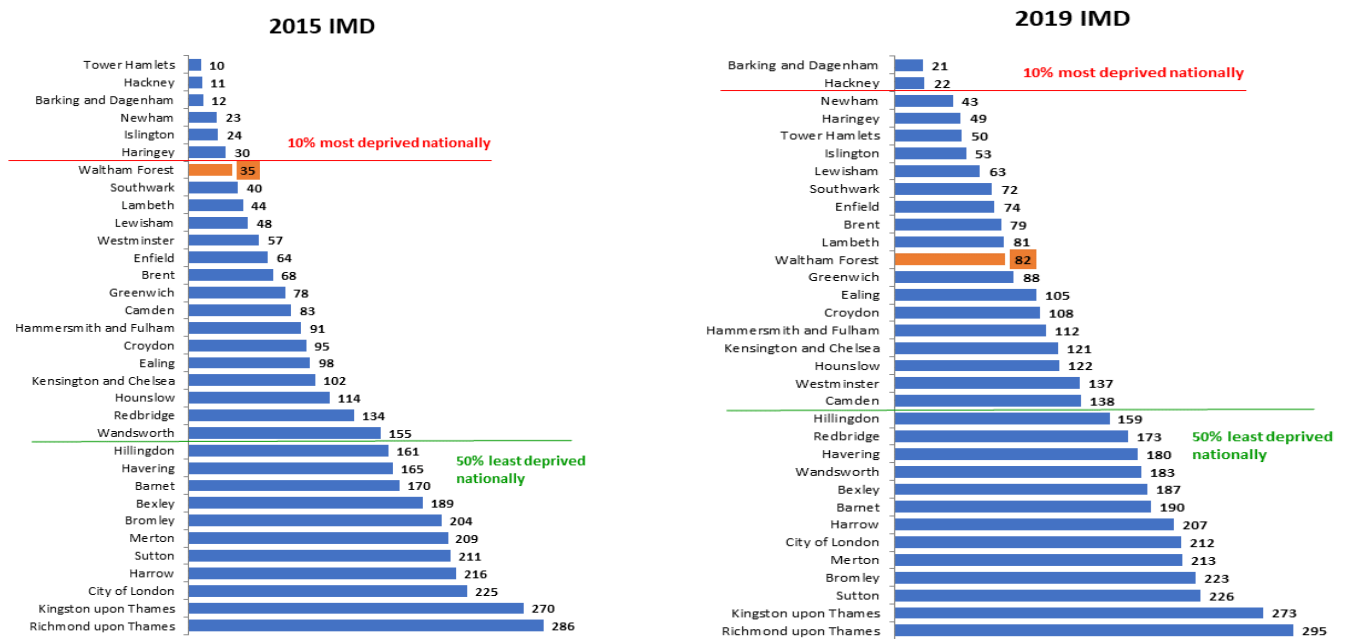
Deprivation

- 2.44 The extent of deprivation is measured by the 2019 English Indices of Deprivation³⁴. People belonging to Protected Characteristic Groups (PCGs) are more likely to experience deprivation. They may suffer from poor health, have lower levels of income, or experience barriers to accessible housing, and access to services. This can lead to poor health and wellbeing outcomes, and detrimentally affect the equality of opportunity a person experience. Women, disabled people, individuals of BAME origin and older people are more likely to live-in low-income households than others.

³³ Office for National Statistics (ONS): Disability and well-being. Available at: <https://www.ons.gov.uk/peoplepopulationandcommunity/healthandsocialcare/disability>

³⁴ Office for National Statistics (ONS): English Indices of Deprivation 2019. Available at: <https://www.gov.uk/government/statistics/english-indices-of-deprivation-2019>

Figure 2.16: Waltham Forest - Indices of Deprivation 2019



Source: MHCLG, Indices of Deprivation 2019, Rank of Average Score

- 2.45 According to the English Indices of Deprivation and the Index of Multiple Deprivation (IMD) 2019, Waltham Forest has become less deprived from 35th to 82nd most deprived local authority in England (of a total of 326 districts, where 1 is the most deprived), and from 7th to 12th most deprived of the 33 London boroughs (figure 2.16).
- 2.46 Additionally, according to estimates from the Campaign to End Child Poverty (2013), 23% (before housing costs are factored in) and 35% (after) of children in Waltham Forest were living in poverty as of late 2013. This is higher than the UK average of 16% (before housing costs) and 25% (after). These figures are based on HMRC’s definition of child poverty, where it is measured as the proportion of children living in families in receipt of out-of-work benefits or in receipt of tax credits where their reported income is less than 60% of median income.

Health inequalities

- 2.47 There is a tendency for people belonging to Protected Characteristic Groups (PCGs) - particularly young, older, disabled, and BAME people - to experience poorer health and require more frequent access to healthcare than others.³⁵
- 2.48 According to the 2014-2015 Waltham Forest Joint Strategic Needs Assessment Report (JSNA), a number of health issues also disproportionately affect LGBT+ populations:

³⁵ Public Health England (2018) Local Action on Health Inequalities: Understanding and Reducing Ethnic Inequalities in Health. Available at: <https://www.ucl.ac.uk/epidemiology-health-care/news/2018/sep/local-action-health-inequalities-understanding-and-reducing-ethnic-inequalities-health>

- 1 in 10 men who have sex with men are living with HIV, and 1 in 3 HIV positive men in major UK cities, including London, have undiagnosed HIV infection;
 - Illicit drug use among lesbian, gay and bisexual people is at least eight times higher than in the general population;
 - Approximately 25% of lesbian, gay and bisexual people indicate a level of alcohol dependency;
 - Nearly half of LGBT+ individuals smoke, compared to a quarter of their heterosexual peers;
 - Lesbian, gay and bisexual people are at higher risk of mental disorder, suicidal ideation, substance abuse and deliberate self-harm;
 - 41% of trans people report attempting suicide compared to 1.6% of the general population.
- 2.49 The borough's 2014-2015 JSNA also reports that people living on low incomes are significantly more likely to be obese – for instance, 14% of women in social class 1 are obese, compared to 28% in social class 5. Obesity is also disproportionately prevalent among the Black Caribbean and Irish communities, at 24%.
- 2.50 Further, 20% of the UK's South Asian community, and 17% of the Black African and Caribbean community, have Type-2 diabetes, compared to just 3% of the general population. Accordingly, rates of other health complications are higher among these groups – such as heart disease (2-3 times higher among South Asians compared to the general population), renal failure (4 times higher among Asians) and stroke (3 times higher among African-Caribbean communities).

Employment

- 2.51 According to the 2019-2020 ONS Annual Population Survey³⁶, 80.5% of the population aged 16-64 in Waltham Forest are economically active (approximately 156,200 people), this is slightly higher than London (78.9%) and UK (79.1%); while 5.5% are unemployed, this is higher than both the London (4.7%) and UK figure (3.9%). Economically active men in the borough are disproportionately represented among the unemployed with 8.7% of economically active men being unemployed compared to 7.7% of women.
- 2.52 Additionally, according to the 2019 ONS Annual Survey of Hours and Earnings, full-time workers in Waltham Forest make an average of £680.20 a week. Although this is significantly higher than the UK-wide figure (£587/week), it is lower than the London average (£699.20/week). Women in the borough, on average, earn significantly less than men – £641.50/week, in comparison to £719.40/week for men.

³⁶ Office for National Statistics (ONS) – 2019 Labour Market Profile - Waltham Forest. Available at: <https://www.nomisweb.co.uk/reports/lmp/la/1946157278/report.aspx#tabeinaact>

- 2.53 Men in the borough are more likely to be claiming Universal Credit compared to women, with 10.7% of men in Waltham Forest being claimants compared to 8.1% of women. Overall, 9.5% of people in the borough are on Universal Credit as of July 2020, which is somewhat higher than the London-wide (7.8%) and UK-wide figure (6.5%).
- 2.54 Further, according to the 2018 ONS Business Register and Employment Survey, adults in the borough are more likely, compared to adults in the rest of London, to work in industries associated with lower wages and greater insecurity. This includes sectors such as retail (16.7% of local adults compared to 12% across London); manufacturing (4.2% compared to 2.2% across London); and construction (5.6% compared to 3.6%). Correspondingly, adults in Waltham Forest are far less likely to work in higher-paying sectors such as information and communication (2.8% compared to 7.9% across London); financial and insurance services (1% compared to 7% across London); and professional, scientific and technical services (5.6% compared to 13.7% across London).

Education & Skills

- 2.55 Based on the ONS 2011 Census³⁷, Waltham Forest's Joint Strategic Needs Assessment (JSNA³⁸) has identified that one in four (26%) Waltham Forest residents over the age of three do not speak English as their main language³⁹. This compares to 22% in London as a whole and 8% nationally. The majority, however, can speak English well or very well; only about 6% of the borough's residents said they do not speak English well or at all.
- 2.56 The ONS 2011 Census also identified the top five languages in the borough other than English as being Urdu, Polish, Romanian, Turkish and Lithuanian.
- 2.57 Further, the OFCOM Connected Nations report (2015)⁴⁰ says that it should be everyone's right to have access to high speed broadband of at least 10 megabits (Mbps). Only two per cent of households in Waltham Forest with internet access do not receive broadband speeds of at least 10Mbps per second, and all households with internet access receive at least 2Mbps.

Modelling infrastructure needs arising from growth

- 2.58 There is no universal approach to understanding future infrastructure needs arising from growth – a range of approaches and information sources need to be utilised, including data held by the council, population projections (at both the London and

³⁷ Office for National Statistics (ONS) - 2011 Census. Available at: <https://www.ons.gov.uk/census/2011census/2011censusdata>

³⁸ The Joint Strategic Needs Assessment (JSNA) is a statutory requirement for local areas and contributes to improving the health and wellbeing of local people. Available at:

<https://lbwf.maps.arcgis.com/apps/MapSeries/index.html?appid=9204d47eb24d4f288a7fc4c442c9f24d#>

³⁹ Office for National Statistics (ONS) - 2011 Census. Available at: <https://www.ons.gov.uk/census/2011census/2011censusdata>

⁴⁰ Available at: https://www.ofcom.org.uk/data/assets/pdf_file/0028/69634/connected_nations2015.pdf

National level), infrastructure provider plans, legislation and policy documents and other elements of desktop literature. In some instances modelling has been used to assess the future impacts of development on infrastructure and future service delivery.

- 2.59 Many of the infrastructure types outlined in the subsequent chapters of this report are subject to their own statutory processes and methodologies. The IDP has sought to be as transparent as possible on how and where it has sourced the relevant information, including any assessments made, any relevant detail on benchmarks and any assumptions applied, with links provided where possible.

Regional Growth & Planning Context

The London Plan

- 2.60 The London Plan⁴¹ is the statutory Spatial Development Strategy for Greater London prepared by the Mayor of London ('the Mayor') in accordance with the Greater London Authority Act 1999 (as amended) ('the GLA Act')⁴² and associated regulations.
- 2.61 The legislation requires the London Plan to include the Mayor's general policies in respect of the development and use of land in Greater London and statements dealing with general spatial development aspects of his other strategies⁴³. The Mayor is required to have regard to the need to ensure that the London Plan is consistent with national policies. When published in its final form the Plan will comprise part of the statutory development plan for Greater London⁴⁴.
- 2.62 The current 2016 Plan (The London Plan consolidated with alterations since 2011)⁴⁵ is still the adopted Development Plan, but the Draft London Plan is a material consideration in planning decisions. The significance given to it is a matter for the decision maker, but it gains more weight as it moves through the process to adoption.
- 2.63 The Plan is at an advanced stage. Policies contained in the Intend to Publish (ItP) London Plan published in December 2019 that are not subject to a direction by the Secretary of State carry significant weight.

⁴¹ <https://www.london.gov.uk/what-we-do/planning/london-plan/new-london-plan/what-new-london-plan>

⁴² <https://www.legislation.gov.uk/ukpga/1999/29/contents>

⁴³ <https://www.legislation.gov.uk/ukpga/1999/29/section/41>

⁴⁴ <https://www.legislation.gov.uk/ukpga/2004/5/section/38>

⁴⁵ <https://www.london.gov.uk/what-we-do/planning/london-plan/current-london-plan>

GLA Supplementary Planning Documents

2.64 The adopted SPGs below provide guidance on policies in the [London Plan 2016](#). Please note this is not an exclusive list but are considered those most appropriate to Infrastructure Planning in Waltham Forest.

- [Culture and Night-Time Economy \(November 2017\)](#)
- [Affordable Housing & Viability \(August 2017\)](#)
- [Crossrail Funding \(March 2016\)](#)
- [Housing \(March 2016\)](#)
- [Social Infrastructure \(May 2015\)](#)
- [Accessible London: Achieving an Inclusive Environment \(October 2014\)](#)
- [The control of dust and emissions during construction and demolition \(July 2014\)](#)
- [Town Centres \(July 2014\)](#)
- [Sustainable Design and Construction \(April 2014\)](#)
- [Preparing Borough Tree and Woodland Strategies \(February 2013\)](#)
- [Use of planning obligations in the funding of Crossrail, and the Mayoral Community Infrastructure Levy \(April 2013\)](#)
- [Land for Industry and Transport \(September 2012\)](#)
- [Play and Informal Recreation \(September 2012\)](#)
- [Olympic Legacy \(July 2012\)](#)
- [All London Green Grid \(March 2012\)](#)
- [London World Heritage Sites \(March 2012\)](#)
- [Planning for Equality and Diversity in London \(October 2007\)](#)

2.65 The Mayor is consulted on all planning applications that are of potential strategic importance (PSI) to London. These are commonly known as ‘referred’ applications. This often includes applications for strategic infrastructure. More information on the Mayor’s planning powers can be found [here](#).



Figure 2.17: Waltham Forest – Our Place in London

The Draft London Plan

- 2.65 The Draft London Plan took the position of setting the housing requirement for Waltham Forest at 1,794 per annum over 10 years, based on the findings of the London-wide Strategic Housing Land Availability Assessment (SHLAA) (2017). The Panel report to the Mayor following the Examination in Public of the London Plan 2019 took issue with the calculation of the small sites component of the housing requirement.
- 2.66 This was substantially below the identified housing need in the borough. The Objectively Assessed Need (OAN) for Waltham Forest is 1,810 dwellings per annum over the period 2014-2039.
- 2.67 The Draft London Plan also has a number of supporting topic papers covering infrastructure issues. These are:
- [Gypsy and Traveller Accommodation](#)
 - [Waste](#)
 - [Energy](#)

London Infrastructure Plan 2050

- 2.68 The London Infrastructure Plan 2050⁴⁶ acknowledges that the capital's infrastructure is already under pressure, and its population continues to grow; current projections suggest it will hit 10 million by the early 2030s. The aim of London Infrastructure plan is to prepare better for this growth over the long term, to ensure London becomes a better city in which to live, not just a bigger one. The 2050 plan examines what needs to happen so London can overcome current problems.
- 2.69 The London Infrastructure Plan attempts to understand the magnitude of the full costs of our future infrastructure needs, including maintaining most of the existing asset base. The headline figure from the supporting Arup report⁴⁷ is that the total investment in London's infrastructure between 2016 and 2050 will reach £1.3 trillion, within a range of £1 trillion and £1.7 trillion. The plan also sets out the following:
- Total infrastructure costs will rise steeply over the next ten years to double what they were in the baseline period (2011- 2015) in real terms, from an annual average of £16 billion in 2011-15 to £38 billion in 2016-50.
 - As a proportion of the economy, costs will almost double over the next decade but in later periods (after 2030) costs are projected to decline as a percentage of the overall economy.
- 2.70 However, the London Infrastructure Plan also acknowledges that these projections do not fully take into account the wealth creation brought about by implementing the plan and ignore the likelihood of completely new infrastructure being planned and delivered in future decades. The figures above relate to the total bill across all infrastructure types for the period to 2050. Points to note on the breakdown of costs include the following:
- Housing and transport make up 77% of the total costs, followed by energy, which makes up 11%.
 - ICT infrastructure may form a very modest 1% of overall costs, which is remarkably low considering the high-value benefits of digital infrastructure, including: increased business productivity and individuals being enabled to access services and information as well as work from home; and environmental benefits arising from reduced commuting and business travel.
- 2.71 There are a number of notable strategic projects outlined in the London Infrastructure Plan 2050 that will have an influence on future growth and infrastructure provision in the borough, these are set out below.

⁴⁶ <https://www.london.gov.uk/what-we-do/business-and-economy/better-infrastructure/london-infrastructure-plan-2050>

⁴⁷ <https://www.london.gov.uk/sites/default/files/gla-the-cost-of-londons-long-term-infrastructure-by-arup.pdf>

Crossrail 2

- 2.72 Crossrail 2⁴⁸ is a new proposed railway linking the national rail networks in Surrey and Hertfordshire via an underground tunnel through London.
- 2.73 The new railway would stop at key locations throughout the city centre, including Tottenham Court Road, Euston St. Pancras, Victoria, Clapham Junction and Wimbledon. This would improve access to and from London across the wider South East, and significantly reduce congestion on existing Tube and National Rail services.
- 2.74 Crossrail 2 would transform travel in the region, improve connectivity throughout the UK and complement other major national transport projects such as HS2. It would:
- Enable the development of 200,000 new homes across the region.
 - Support 60,000 new jobs across the UK supply-chain.
 - Support 200,000 new jobs once completed.
 - Increase London's rail capacity by 10%.
 - Provide up to 30 trains per hour to destinations across London, Hertfordshire and Surrey.
 - Bring 800 stations across the UK within one interchange.
 - Provide additional capacity for up to 270,000 more people to travel into London during peak periods, relieving congestion and over-crowding on Tube and regional rail services.
 - Increase the capacity of the rail network into central London.
 - Allow more people to get to work, more quickly and easily, across London and the South East.
 - Unlock additional housing growth by improving local transport links for commuters.

⁴⁸ <https://crossrail2.co.uk/>



Figure 2.18: Crossrail 2 proposed route



Figure 2.19: Opportunity Area Planning Framework designations in North East London⁴⁹

⁴⁹ Opportunity areas (brownfield land areas with significant capacity for new housing, commercial and other development linked to existing or potential improvements to public transport accessibility. Typically, they can accommodate at least 5,000 jobs or 2,500 new homes or a combination of the two, along with other supporting facilities and infrastructure)

Upper Lee Valley Opportunity Area Planning Framework (2013)

- 2.75 The Upper Lee Valley Opportunity Area Planning Framework (ULV OAPF)⁵⁰ was adopted in July 2013 and was produced by the GLA working in conjunction with TfL, the London Boroughs of Enfield, Haringey, Waltham Forest and Hackney.
- 2.76 The ULV OAPF seeks to set an overarching framework for the regeneration of 3,884 hectares across the previously mentioned four boroughs, more specifically to facilitate the growth at Tottenham Hale, Blackhorse Lane, Meridian Water in Central Leaside and Ponders End. The document is a Supplementary Planning Guidance to the London Plan and will be used as a material consideration in the determination of planning applications. With respect to transport, the ULV OAPF's vision for Upper Lee Valley is to 'create a transport network which meets the objectives of the Mayor's Transport Strategy' and 'exploit the Upper Lee Valley's international, regional and local connections, and enhance these further'.
- 2.77 The key objectives of the plan are growth of housing and jobs, which integrate with existing communities and significant investment and improvement to transport infrastructure for trains, walking and cycling, and a fully accessible network of green and blue spaces that open up the Lee Valley Regional Park⁵¹. The Strategic Transport Modelling that was used to underpin the planning framework was updated in 2018 to reflect changes in planning policy, site allocations and development since 2013, however there is yet to be an identified date for the update to the planning framework itself.

⁵⁰ <https://www.london.gov.uk/what-we-do/planning/implementing-london-plan/opportunity-areas/opportunity-areas/upper-lee-valley>

⁵¹ <https://www.leevalleypark.org.uk/>

Population and Demographics Projections

2.78 There are 2 sources for population projections that Waltham Forest Council uses. These are the Office for National Statistics⁵² and the Greater London Authority⁵³.

GREATER LONDON AUTHORITY PROJECTIONS

2.79 The GLA produces a variety of projections using a range of approaches. These projections are compiled by the GLA demographics team who have specialist knowledge of London and its characteristics, which they can take account of in their modelling.

2.80 The current projections are summarised below:

- **Housing Led / Strategic Housing Land Availability Assessment (SHLAA)**. This projection is based on population change led by housing factors (ie new housing and household change within existing dwellings) and it comes with three variants (central, long and short). The latest year for this is 2018 and it is available on the GLA website.
- **Borough Preferred Option (BPO)** – This projection is also housing led. The difference between this and the Housing Led projection is that it incorporates housing data provided directly by London boroughs. Some consider this to be a superior source as it incorporates local intelligence and might be expected to reflect more realistic suppositions about housing development. Because the projection is based on data provided by London Boroughs, the GLA does not make this dataset publicly available and it only provides each borough with their own projection. Three variants are normally included in any projections:
 - High migration variable
 - Medium migration variable
 - Low migration variable

OFFICE FOR NATIONAL STATISTICS PROJECTIONS

2.81 **The ONS projection** is also trend based. The latest version uses the 2018 mid-year estimate as its base and then applies assumed birth, death and migration rates.

- 2018 based: ten-year migration variant

⁵²

<https://www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationprojections>

⁵³ <https://data.london.gov.uk/demography/>

- 2018 based: high international migration variant
- 2018 based: low international migration variant
- 2018 based: alternative internal migration variant
- 2018 based: Principal 2019 geographies

Available at:

<https://www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationprojections/datasets/localauthoritiesinenglandtable2>

2.82 **ONS Ward level (experimental dataset)** - Mid-year (30 June) estimates of the usual resident population. The latest is of mid 2019 but it does not include population projections. It is a snapshot of the population at the given time.

Available at:

<https://www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationestimates/datasets/wardlevelmidyearpopulationestimatesexperimental>

HOW ARE POPULATION PROJECTIONS USED IN WALTHAM FOREST?

2.83 All of the ONS and GLA projections are considered to be equally valid. However, all population projections are highly uncertain and should be regarded as such. None of the projections take account of the impact of macro-economic factors or Government policy. This is particularly pertinent in the light of the Brexit and the impact of COVID19 to other socio-economic related factors.

2.84 There are different reasons for using projections and it is possible that different projections will be suitable in different circumstances. For example, in some instances it might be relevant to look at the impact of high, low or central projections of population growth. In other instances, it might be more useful to use other complementary sources of information from partner organisations. In all circumstances, the projection used should always be referenced and if only one projection has been used then a reason should be given for using that projection. When using projections, it is good practice to note that other projections are available and that they can differ significantly.

HOW DO POPULATION PROJECTIONS COMPARE?

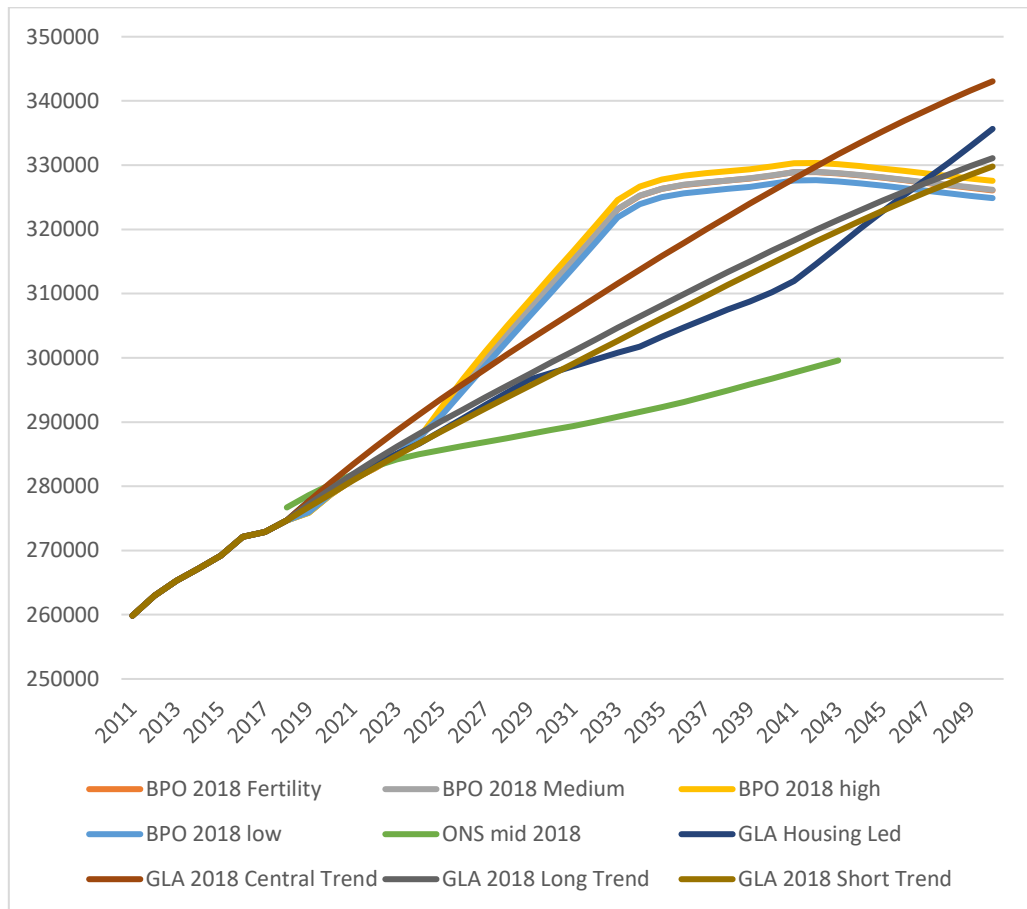
2.85 There are quite wide variations between projections. The ONS is projecting to 2043, while the BPO and Housing Led projection is projecting until 2050. GLA's SHLAA based housing-led variant is projecting 6% growth by 2030 compared to 12% growth from BPO variants. ONS is projecting the lowest growth (7%) by 2043 in comparison to GLA's projections variants between 15% and 18%.

Figure 2.20: LBWF Population projection comparisons

	2020	2030	% change from 2020	2043	% change from 2020	2050	% change from 2020
BPO 2018 Fertility	278704	311405	12	328710	18	326066	17
BPO 2018 Medium	278720	311439	12	328760	18	326167	17

BPO 2018 low	278722	312782	12	330138	18	327559	18
BPO 2018 high	278821	310233	11	327471	17	324846	17
GLA Housing Led	279609	297639	6	317352	13	335649	20
GLA 2018 Central Trend	280605	304987	9	331685	18	343051	22
GLA 2018 Long Trend	279614	299275	7	321477	15	331085	18
GLA 2018 Short Trend	278837	297369	7	319751	15	329791	18
ONS mid 2018	280316	288771	3	299586	7	-	-

Figure 2.21: Borough level population projection comparisons



Ward Level Population Projections to 2035

2.86 The Council annually updates the borough’s ‘development-led’ or ‘housing-led’ population projections in conjunction with the GLA Demographics Team. This accounts for developments granted planning permission in the previous delivery year and updates future assumptions on sites expected to come forward for development. For the purposes of infrastructure planning, the Council uses the medium BPO 2018 Medium scenario – this accounts for all known development being taken forward in the Council’s Draft Local Plan, Regulation 19 document, which includes sites identified in Local Plan Part 2: Site Allocations, as well as additional assumptions on other non-allocated sites above 0.25 hectares and an assumption on small sites delivery that is informed by past delivery rates.

2.87 The BPO projection provides a breakdown of ward population, by year to 2035, as shown in Table 2.22 below.

Figure 2.22: Ward Population Projections to 2035

Ward/Year	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	Total Change over 15 Years
Cann Hall	14,106	13,970	13,972	13,859	13,860	13,710	13,610	13,974	13,989	13,962	13,931	13,901	13,823	13,795	13,868	13,913	-193
Cathall	12,953	13,172	13,236	13,208	13,247	13,153	13,554	14,320	14,738	15,042	15,349	15,394	15,392	15,420	15,639	15,824	2,871
Chapel End	15,231	15,204	15,245	15,165	15,145	16,387	17,094	17,537	17,564	17,588	17,586	17,577	17,526	17,484	17,483	17,473	2,242
Chingford Green	10,638	10,674	10,778	10,795	10,976	11,016	11,057	11,115	11,231	11,829	12,359	12,424	12,572	12,626	12,648	12,653	2,015
Endlebury	10,952	10,948	11,012	11,007	11,078	11,036	11,003	11,009	11,020	11,077	11,155	11,221	11,252	11,302	11,324	11,328	376
Forest	13,052	12,971	13,033	12,968	12,937	12,781	13,806	15,070	16,378	17,327	17,441	17,545	17,725	17,970	18,048	18,080	5,028
Grove Green	15,796	15,788	15,814	15,739	15,714	15,582	15,464	15,657	15,859	15,858	15,865	15,865	15,830	15,819	15,823	15,789	-7
Hale End and Highams Park	12,826	12,803	12,841	12,807	12,795	12,725	13,095	13,046	13,028	13,036	13,020	13,014	12,978	12,971	13,016	13,053	227
Hatch Lane	11,559	11,561	11,543	11,503	11,548	11,524	11,494	11,505	11,509	11,441	11,393	11,348	11,300	11,242	11,226	11,199	-360
High Street	14,952	15,064	15,175	15,158	15,350	16,332	16,446	16,686	16,891	16,948	17,193	17,453	17,464	17,499	17,536	17,544	2,591
Higham Hill	15,352	15,271	15,259	15,240	15,598	15,880	15,746	15,648	15,555	15,502	15,434	15,385	15,314	15,263	15,300	15,316	-36
Hoe Street	14,796	14,883	15,062	15,255	15,357	15,477	15,483	15,526	15,562	15,620	15,674	15,724	15,738	15,787	15,866	15,911	1,115
Larkswood	12,663	12,883	13,019	12,971	13,011	12,959	12,871	12,814	12,734	12,740	13,103	13,499	13,520	13,555	13,575	13,582	920
Lea Bridge	16,321	16,965	17,037	17,219	17,766	18,058	19,854	20,928	22,026	23,069	23,583	24,041	24,120	24,215	24,390	24,505	8,184
Leyton	15,811	15,735	15,782	15,693	15,669	16,948	17,403	18,358	19,346	20,017	21,558	22,536	25,059	27,237	28,718	30,680	14,869
Leytonstone	13,762	13,744	13,879	13,896	13,877	13,755	13,657	13,589	13,527	13,946	13,919	14,321	14,781	14,776	14,941	15,082	1,320
Markhouse	14,364	14,864	15,339	15,537	15,638	16,608	17,282	17,339	17,403	17,456	17,507	17,543	17,528	17,559	17,588	17,570	3,206
Valley	12,485	12,432	12,422	12,357	12,318	12,197	12,289	12,231	12,186	12,187	12,210	12,744	13,261	14,070	14,213	14,323	1,838
William Morris	14,888	15,752	15,849	17,278	17,914	17,900	17,879	17,915	17,959	18,034	18,132	18,185	18,220	18,273	18,342	18,374	3,486
Wood Street	14,585	15,047	15,442	15,801	15,871	15,507	15,437	15,397	15,875	15,886	15,906	15,924	15,897	15,888	15,900	15,882	1,298
Total	277,093	279,731	281,742	283,456	285,669	289,533	294,525	299,663	304,379	308,567	312,318	315,643	319,300	322,753	325,445	328,083	50,989

Figure 2.23: Expected total Ward level population growth to 2035

