

Leyton Mills SPD consultation response summaries and responses				
No.	Organisation/individual	Summary of consultation comment/issue	Response to comment	Changes proposed to the SPD
1	BMT	Following pluvial flood modelling, storage tanks under the bus depot (possibly the inclusion of a wall - TBC) should be included in the SPD.	The SPD will be amended to include flood attenuation on the Temple Mills Bus Depot site.	Paragraph 10.7.3 will be moved to 10.7.1 and amended to 'The site is within Flood Zone 2 and partly within Flood Zone 3. Pluvial flood modelling indicates the requirement for flood attenuation tanks below the bus depot, therefore detail must be provided early in the design and planning process to show how proposals will mitigate against flood risk.'
2	Bring Energy (formally Equans)	This would present a good opportunity to connect to the district heating network within the LLDC	Noted.	No change.
3	Canal & River Trust	The Trust own and manage the Lee Navigation which lies to the west of the SPD area. Although there is significant separation between the SPD area and the Lee Navigation there does appear to be an opportunity to strengthen the importance of linking up green and blue spaces through and surrounding the SPD area, not just the Queen Elizabeth Olympic Park and Stratford Town Centre, through wayfinding and other sign-posting and highlight this as an opportunity for local amenity. (Pn52)	Noted.	No change.
4	CPRE London	The site of New Spitalfields is inappropriate for high density housing: it is a flood plain and the site is only appropriate for its current light industrial use. Light industrial use is clearly a critical part of the mix in terms of land use in London and our understanding is there is the need for land currently dedicated to industrial use to be protected and retained for industrial use. The site should remain allocated for light industrial with flood mitigation.	A flood risk assessment took place in support of the Local Plan (Part 1) and further assessment has been carried out in support of Local Plan (Part 2) Site Allocations. A detailed pluvial hydraulic modelling has been carried out for the Leyton Mills SPD area. These will be made available to applicants. Further assessment of flooding will be considered as part of site-wide masterplans alongside planning applications. The Environment Agency will be a statutory consultee.	No change.
5	CPRE London	The plans must reduce the width of the Eastway which is (unnecessarily) excessively wide (20m+ excluding pavements). Even if bus and cycle lanes are introduced, the whole of one side of the carriageway can be returned to green space and accommodate trees, SUDS, greening etc. and be incorporated into the park/marshes.	The SPD makes recommendation for a comprehensive improvement scheme at Eastway and Ruckholt Road.	No change.
6	CPRE London	We support the retention and enhancement of MOL at Eton Manor and using this for flood management and nature habitat.	Noted.	No change.
7	CPRE London	We support the intensification / mixed use plans for the Leyton retail park site. We assume this will be 'car free' with blue badge parking for residents and for the any retail offer as well.	The guidance in the SPD follows Waltham Forest Local Plan (Part 1) Policy 60 Promoting Sustainable Transport. Part I requires delivery of ' car-free development to reduce car dominance in terms of congestion and excessive parking on the street.'	No change.
8	CPRE London	We also support improved walking and cycling routes – and bus priority: these should all be part of strategic bus/walk/cycle network for the wider area. BUT it is vital that at the same time space is reclaimed from the wide roads which dominate the area making it hugely unwelcoming for pedestrians and cyclists. Reducing road width will ensure people feel safe, promote active travel and reduce traffic.	The SPD makes recommendation for a comprehensive improvement scheme at Eastway and Ruckholt Road.	No change.
9	Deloitte (on behalf of City of London Corporation)	The Site is owned and operated by the CoLC as a wholesale fruit, vegetable and flower market. It is located in Leyton, East London on an approximately 13-hectare site. The CoLC has established the Markets Co location Programme ('MCP') which is a once in a-generation opportunity to work with traders, customers, Londoners and central, regional and local government partners to co-locate its wholesale food markets. To this end, the CoLC deposited a Private Bill to Parliament in November 2022 to re-locate Billingsgate Market and Smithfield Market onto a single site at the former Barking Reach Power Station in Dagenham Dock, East London. The CoLC has the aspiration to move New Spitalfields Market to the site.	Noted.	No change.
10	Deloitte (on behalf of City of London Corporation)	The CoLC as landowner of the Site is supportive of the aims and scope of the Leyton Mills SPD to ensure that the key development sites are developed strategically to achieve sustainable development. In particular, the CoLC is supportive of the ambitions for the delivery of a new distinctive neighbourhood in Leyton, which the Site will significantly help to deliver should New Spitalfields Market be relocated.	Noted.	No change.
11	Deloitte (on behalf of City of London Corporation)	The CoLC has worked closely with the London Borough of Waltham Forest ('the LBWF') in its development of the Leyton Mills SPD to ensure that it will clearly translate the development aspirations of key landowners and the wider community in the Leyton Strategic Location.	Noted.	No change.
12	Deloitte (on behalf of City of London Corporation)	Draft Policy 1.7 'The purpose of the SPD' The CoLC is supportive of the SPD's approach to industrial intensification for a portion of the Site, as an approach which "should only be considered as part of a plan-led process of intensification and consolidation or as part of a co-ordinated masterplanning process in collaboration with the Greater London Authority (GLA)'	Noted.	No change.

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13	Deloitte (on behalf of City of London Corporation)	The CoLC recognise a site's suitability for industrial intensification will depend upon a multitude of factors. It is therefore recommended that the SPD reflect the statement within the GLA's draft Industrial Land and Uses London Plan Guidance ("LPG")(2024) at paragraph 4.2.1, that, "[i]ntensification...will not be suitable for every industrial area or site", and that "local opportunities and constraints" should be considered by the LPA in assessing the suitability of a site for intensification as part of the plan-led process.	The Waltham Forest Local Plan sets out the plan-led approach to development across the borough and identifies the opportunity to deliver significant sustainable, mixed-use development on the New Spitalfields Market site. Local Plan (Part 2) site allocations further identifies this site for intensification.	No change.
14	Deloitte (on behalf of City of London Corporation)	Draft Policy 3.6 'Connectivity and transport' The CoLC supports the inclusion of the SPD's continued promotion of, "the potential, and require[d] safeguarding of land, for a new station at Ruckholt Road to improve rail connectivity". The CoLC recognises a new railway station at this location has the potential to significantly enhance the Public Transport Accessibility Level of the Site. This would unlock the opportunity to deliver a significant quantity of sustainable development on the Site and is supported by the CoLC.	Noted.	No change.
15	Deloitte (on behalf of City of London Corporation)	Figure 17 of the SPD (see below) includes two potential new cycle links through the Site associated with the Leyton Mills SPD development. Figure 23 within Draft Policy 5.2 'Walking, cycling and wheeling' further notes that one of these routes will be a 'primary' route for walking, wheeling and cycling. At Draft Policy 8.7, these are explained to run from "the north-west part of the New Spitalfields Market site into and through Hackney Marshes via the existing 'green' bridge over the Old River Lea"	Noted.	No change.
16	Deloitte (on behalf of City of London Corporation)	The CoLC supports the aim of the SPD to enhance active travel and sustainable transport linkages. However, such links should respond sensitively to the occupation status of the Site. The availability of such routes should be conditional upon the departure of E17:G19the current Market uses on the Site, as otherwise cycle links would inhibit the effective operation of industrial uses and vehicular movements on the Site. Therefore, the CoLC recommends that Figure 17 make clear that cycle routes through the Site are dependent upon the Site's availability for redevelopment following departure of the Market uses.	Figure 17 identifies the routes as 'potential', and route location and design will be considered in detail as part of a site-wide masterplan and planning application that will take into account potential impacts on the operation of any future industrial uses.	No change.
17	Deloitte (on behalf of City of London Corporation)	Draft Policy 3.7 'Local views' The CoLC supports the SPD's sensitive approach to development within Key Local Views, such as "views north and east from Hackney Marshes and along the river, particularly from the 'green bridge' which includes views of the Site"	Noted.	No change.
18	Deloitte (on behalf of City of London Corporation)	The CoLC also acknowledges that flexibility may be necessary on matters of height, form and massing when considered on a site-by-site basis. Therefore, the CoLC recommends that the SPD acknowledge that the suitability of tall buildings within development proposals should be comprehensively assessed and balanced against the impact of these buildings on Key Local Views. This assessment should recognise that tall buildings may be appropriate in some locations, such as transformation sites identified within the SPD at Draft Policy 6.3 'Building heights', as well as areas subject to site allocations.	The SPD is underpinned by the Waltham Forest Local Plan (Part 1) and Policy 54 seeks the visual, environmental, functional and cumulative impacts of tall buildings to be considered. Further detail on building heights will be considered as part of site-wide masterplans or planning applications.	No change.
19	Deloitte (on behalf of City of London Corporation)	Draft Policy 3.11 'Culture and social infrastructure' The CoLC supports the mention in the SPD that the Site has potential "to deliver cultural uses that are complementary to and build upon the growing cultural and creative sectors, in particular the East Bank cultural partners." The CoLC recommends that the SPD emphasises that this possibility can be realised in the event the Market use is relocated from the Site.	Noted and supported. Further consideration of uses will be considered as part of site-wide masterplans or planning applications.	Section 3.11 paragraph 4 will be amended to ' There is potential for the development sites within the new Leyton Mills neighbourhood, (in particular the New Spitalfields Market site <i>in the event the market use is relocated</i>) to deliver cultural uses that are complementary to and build upon the growing cultural and creative sectors, in particular the East Bank cultural partners.'
20	Deloitte (on behalf of City of London Corporation)	Draft Policy 5.4 'Bus' The CoLC supports the proposals for the improvement of existing bus infrastructure to the Site, including new bus stops, as this will enhance accessibility to the Site and support growth.	Noted.	No change.
21	Deloitte (on behalf of City of London Corporation)	Draft Policy 5.5 'Servicing and delivery' The CoLC supports the statement in Draft Policy 5.5 that spaces for delivery drop-offs should be included in new developments. The CoLC agrees these should be sensitively located to avoid conflicts between vehicles and pedestrians.	Noted.	No change.

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22	Deloitte (on behalf of City of London Corporation)	Draft Policy 5.5 states that "development proposals should be car-free, and provide only essential wheelchair-accessible parking". Whilst the current PTAL rating (ranges from 0 – 4) of the Site is expected to significantly improve if a new station is delivered at Ruckholt Road, the delivery of the Site should be brought forward in parallel and not be entirely dependent on it. It is not known at this stage whether the Site is suitable for car-free development. Therefore, the CoLC recommends that the SPD recognises that provision of some car parking in new development is important to cater for a mix of residents <i>including families</i>	The guidance in the SPD follows Waltham Forest Local Plan (Part 1) Policy 60 Promoting Sustainable Transport. Part I requires delivery of ' <i>car-free development to reduce car dominance in terms of congestion and excessive parking on the street.</i> '	No change
23	Deloitte (on behalf of City of London Corporation)	The provision of car parking on large residential allocations such as the Site can have a significant bearing on the viability and marketability of residential units. To ensure that residential use in the future is deliverable, a degree of flexibility on ultimate parking levels will be necessary, notwithstanding the aim to minimise car use <i>where possible</i>	The guidance in the SPD follows Waltham Forest Local Plan (Part 1) Policy 60 Promoting Sustainable Transport. Part I requires delivery of ' <i>car-free development to reduce car dominance in terms of congestion and excessive parking on the street.</i> '	No change
24	Deloitte (on behalf of City of London Corporation)	The CoLC recommends inclusion of acknowledgement that, where necessary, a transport assessment can be used to justify the need for any deviation from car-free development.	The guidance in the SPD follows Waltham Forest Local Plan (Part 1) Policy 60 Promoting Sustainable Transport. Part I requires delivery of ' <i>car-free development to reduce car dominance in terms of congestion and excessive parking on the street.</i> '	No change
25	Deloitte (on behalf of City of London Corporation)	The CoLC also recommends that the SPD provide flexibility for initiatives such as car clubs, which can be a cost-effective and sustainable way of <i>improving accessibility of developments.</i>	Noted and supported.	Section 5.5 will be amended to include reference to car club parking in the first paragraph and in section 5.5.1.
26	Deloitte (on behalf of City of London Corporation)	Draft Policy 7.1 'Employment floorspace' The CoLC supports the aim of the SPD of maintaining, and seeking to intensify, existing levels of industrial floorspace within Locally Significant Industrial Sites ('LSIS') such as the Site. The CoLC notes the indicative capacity of the Site at Table 1 as able to provide the following uses in the future: - Use Class E: 3,000 sqm - Use Class B2: 20,000 sqm - Use Class B8: 10,000 sqm <i>Use Class E1 (suit generic (cultural)): 6,000 sqm</i>	Noted.	No change.
27	Deloitte (on behalf of City of London Corporation)	The CoLC supports the range of uses included within Table 1 of Draft Policy 7.1, but recommends that the flexibility for employment use types within the Site is made clearer.	Table 1 shows indicative quantum of different forms of employment floorspace and therefore is considered flexible. Further detail on the nature and quantum of employment space will be considered as part of site-wide masterplans and planning <i>applications.</i>	No change.
28	Deloitte (on behalf of City of London Corporation)	Draft Policy 7.2 'Industrial intensification and co-location' The CoLC supports the principle of no net loss of industrial floorspace on the Site, as well as efforts to deliver an uplift should the site be redeveloped.	Noted.	No change.
29	Deloitte (on behalf of City of London Corporation)	However, it is important that draft Policy 7.2 and the indicative quantum of industrial floorspace for the Site set out in Table 1 of Draft Policy 7.1 do not restrict development of the Site in line with the Site Allocation SA02 proposed in the Draft LBWF Local Plan Part 2 (2021) which includes an indicative development requirement for 2,750 new homes. Draft Policy 8.9 'Land use and industrial intensification' of the SPD in relation to the Site also recognises this requirement for homes. Within its draft site allocation, the reference capacity for reprovision of industrial floorspace is 20,500 sqm, aligned with the current provision on <i>Site</i>	Table 1 shows indicative quantum of different forms of employment floorspace and therefore is considered flexible. Further detail on the nature and quantum of intensification will be considered as part of site-wide masterplans and planning applications.	No change.
30	Deloitte (on behalf of City of London Corporation)	The CoLC therefore requests that the SPD acknowledges that the degree of industrial reprovision and intensification will be dependent upon the need to accommodate complementary uses consistent with a site allocation.	Table 1 shows indicative quantum of different forms of employment floorspace and therefore is considered flexible. Further detail on the nature and quantum of intensification will be considered as part of site-wide masterplans and planning applications.	No change.
31	Deloitte (on behalf of City of London Corporation)	Draft Policy 7.7 'Arts, culture and creativity' As expressed in relation to Draft Policy 3.11, the CoLC supports the potential use of the Site to deliver a cultural hub and the incorporation of this feature into future development proposals. The CoLC recommends that the SPD make clear that this possibility is contingent upon the relocation of <i>the Market use from the Site</i>	Table 1 shows indicative quantum of different forms of employment floorspace and therefore is considered flexible. Further detail on the nature and quantum of intensification will be considered as part of site-wide masterplans and planning applications.	Section 7.7.1 will be amended to ' <i>In the event the market use is relocated development proposals for the New Spitalfields Market Site should include a 'cultural hub' facility in the location identified on the land use plan for the site (Figure 30).'</i> '
32	Deloitte (on behalf of City of London Corporation)	Draft Policy 8 'New Spitalfields Market' The CoLC is supportive in principle of the draft illustrative masterplan for the Site, including the 'Key opportunities' illustrated within Figure 28 of <i>Draft Policy 8.1.</i>	Noted.	No change
33	Deloitte (on behalf of City of London Corporation)	The CoLC notes that the form of any future development on the Site will need to be determined through further design work at the planning application stage. Therefore, the CoLC requests that the language of the key opportunities included in Draft Policy 8.1 includes an element of <i>flexibility</i>	Figure 28 is an illustrative masterplan and therefore provides flexibility.	No change

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34	Deloitte (on behalf of City of London Corporation)	To align with the language of Key Opportunity 4, Key Opportunity 9 should be re-worded to state: "Potential to de-culvert Dagenham Brook River to provide SuDS Wetland that delivers ecology and placemaking benefits."	Noted.	Reference 9 of Figure 23 will be amended to 'Potential to de-culvert (daylight) part of the Dagenham Brook River to provide SuDS wetland that delivers ecology and placemaking benefits.'
35	Deloitte (on behalf of City of London Corporation)	Similarly, the wording of Key Opportunity 13 and 14 should be amended to reflect this flexibility, noting that the buffer distances are indicative. The CoLC requests that these policies are amended to state: - (Key Opportunity 13): "Potential 30m green buffer to Old River Lea, restricted access to the public. Opportunities for a raised board-walk and viewing platform to allow public to appreciate the river". - (Key Opportunity 14): "Potential 15m green buffer to edge of the playing fields".	An ecological survey was carried out to investigate potential impacts on the Marshes. The recommendations in the survey are considered essential to mitigating potential impacts and have been taken forward in the writing of the SPD.	No change.
36	Deloitte (on behalf of City of London Corporation)	To ensure flexibility in the form of any future development on the Site, the CoLC requests that the SPD clearly states that the images included in this section are aspirational and indicative only.	Figures 23, 29 and Image 63 are illustrative and therefore provide sufficient flexibility.	No change.
37	Deloitte (on behalf of City of London Corporation)	Within Draft Policy 8.2, mention should be made that the Site is also allocated (SA02) as appropriate for residential, industrial and other development within the LBWF draft Local Plan Part 2 (2021).	References to Site Allocations are made in section 1.5.	No change
38	Deloitte (on behalf of City of London Corporation)	Draft Policy 8.8 'Building heights' notes that development on the Site should avoid locating tall buildings in proximity of the Old River Lea corridor to avoid impacts caused by shading. The CoLC supports the sensitive location of tall buildings on the Site but notes these locations will need to be determined through further design and masterplanning work at the planning application stage.	Noted.	No change.
39	Deloitte (on behalf of City of London Corporation)	The CoLC supports the principle of redevelopment outlined in Draft Policy 8.9 in relation to 'Land use and industrial intensification', including the principle of re-provision of industrial floorspace and the flexible mix of uses which can be included in such provision. The CoLC requests the SPD note that any intensification on a portion of the Site will be dependent upon the need to accommodate complementary mixed uses consistent with its site allocation.	Table 2 shows indicative quantum of floorspace and therefore is considered flexible. Further detail on the nature and quantum of intensification will be considered as part of site-wide masterplans and planning applications.	No change.
40	Deloitte (on behalf of City of London Corporation)	However, the CoLC notes that intensification proposals may be subject to viability of a scheme, as the typology of buildings such as "stacked workspace" mentioned in the SPD is emerging. As few stacked schemes have been delivered in London, commercial appetite for this development typology is largely un-tested. This can pose a significant risk to viability and deliverability. Therefore, the CoLC requests that the SPD note that intensification proposals and typologies are subject to suitability of the site and development viability.	Noted.	Sections 7 and 8 will be amended to remove the word 'stacked'.
41	Deloitte (on behalf of City of London Corporation)	In summary, the CoLC as landowner of the Site is supportive of the scope, content and ambitions of the Leyton Mills SPD. The CoLC looks forward to continuing to work with the LBWF in the development of this and future SPDs.	Noted.	No change.
42	Early Help	The area very clearly does not have the infrastructure to cope with 5000 new homes and you haven't addressed it at all. A station that will take you to one location, that is currently walking distance, isn't an improvement to infrastructure. Let's be honest, it's an opportunity to sell off more land to property developers without any regard for standard of living or how it impacts the community. Exactly the same as when all our green space was sold off at Coronation Gardens.	The SPD will be enhancing Leyton District Centre with improved retail and town centre premises to complement existing uses at High Road Leyton. The mixed use development would be a new neighbourhood made up of a diverse mix of uses including homes, workspaces, industrial, cultural, community and retail	No change
43	Early Help	It's a long way of saying that more money can be made by property developers, but you might build a single nursery for 5000 new home. Well done, that seems like a totally reasonable ratio.	Noted.	No change
44	Early Help	You state you are going to overwhelm our main transport link and then offer a new station to take one stop. Nonsense. You already destroyed the green space in the area so stop lying about trying to protect it. You even say you are going to cause air and noise pollution.	Noted.	No change
45	Early Help	Just the same as before. It's half truths to hide the fact you just want to put money in the hand of property developers.	Noted.	No change
46	Early Help	The transport links are already overwhelmed and you are doing nothing to help it. Cycling to work is not feasible for most people.	The guidance in the SPD follows Waltham Forest Local Plan (Part 1) Policy 60 Promoting Sustainable Transport. Part 1 requires delivery of 'car-free development to reduce car dominance in terms of congestion and excessive parking on the street'. The SPD seeks delivery of a new station at Ruckholt Road on the Temple Mills Branch of the Lea Valley Lines between Stratford Station and Lea Bridge station.	No change.

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47	Early Help	It doesn't say anything of importance. It is just a lot of words that say nothing. For example: New community and social infrastructure should be designed, managed and maintained so that additional community benefits are achieved .	Noted.	No change.
48	Early Help	How many jobs are you destroying in the process?	The SPD seeks to generate jobs and boost the economy .	No change.
49	Early Help	It's easy to implement selling off land to property developers for self interest. Unsure you will deliver on any of the other stuff though as you don't even know if most of it is feasible yet .	Noted.	No change.
50	East London Waterworks Park	It's all completely unnecessary. This talk of a "significant placemaking [...] opportunity" should have no place in policy. The Council should concentrate on delivering services for the borough, not trying to run a theme park. And mention of "mitigate[ing] the constraints of [the] site" shows the absurdity of the plans. If there are constraints, the solution is to do less not more .	Noted.	No change.
51	East London Waterworks Park	"Growth" should be avoided at all costs. To "reduce flood risk and respond to the climate emergency" you should reduce (not improve) transport connectivity. The creation of "new jobs and cultural destinations and [...] homes" will achieve the opposite effect.	Development proposals should be car free, and maximise the use of public transport and active travel to the site. A flood risk assessment took place in support of the Local Plan (Part 1) and further assessment has been carried out in support of Local Plan (Part 2) Site Allocations. A detailed pluvial hydraulic modelling has been carried out for the Leyton Mills SPD area. These will be made available to applicants. Further assessment of flooding will be considered as part of site-wide masterplans alongside planning applications. The Environment Agency will be a statutory consultee.	No change.
52	East London Waterworks Park	"Sensitively designed tall buildings in the right locations". There are no right locations. "Accessible cultural and communities amenities". Not needed.	A sensitive approach to building heights is sought. The SPD is underpinned by the recently adopted Local Plan 1 and Policy 54 seeks the visual, environmental, functional and cumulative impacts of tall buildings to be considered .	No change.
53	East London Waterworks Park	The best way of achieving these objectives is by rewinding the whole area .	Noted.	No change.
54	East London Waterworks Park	The best way of achieving this objective during daylight hours is by removing all the main traffic arteries. After dark, the area should be left to wildlife .	The SPD recognises a key opportunity for new green buffers for wildlife to protect Hackney Marshes and the Old River Lea, and along railway line	No change.
55	East London Waterworks Park	The area should not be a place to live.	Noted.	No change.
56	East London Waterworks Park	The only way to enhance the environment is to reduce human activity, not increase it.	The SPD recognises a key opportunity for new green buffers for wildlife to protect Hackney Marshes and the Old River Lea, and along railway line	No change.
57	East London Waterworks Park	This is a floodplain, next to a SINC. It should be returned to nature. That last thing that it should be is an "exciting new neighbourhood".	A flood risk assessment took place in support of the Local Plan (Part 1) and further assessment has been carried out in support of Local Plan (Part 2) Site Allocations. A detailed pluvial hydraulic modelling has been carried out for the Leyton Mills SPD area. These will be made available to applicants. Further assessment of flooding will be considered as part of site-wide masterplans alongside planning applications. The Environment Agency will be a statutory consultee. An ecological survey was carried out to investigate potential impacts on the Marshes and the recommendations have been taken forward in the writing of the SPD	No change.
58	East London Waterworks Park	The plan to remove the enormous carpark is commendable. Once this has been achieved, it should then be possible to close Orient Way .	Noted.	No change.
59	East London Waterworks Park	A footbridge over the railway to connect Eton Manor to Leyton Tube station would be good.	Noted.	No change.
60	East London Waterworks Park	The Manor Gardens allotments that were "temporarily" moved to Marsh Lane should be moved to Eton Manor with no further delay. It is disgraceful the Waltham Forest Council allowed the Lea Valley Regional Park Authority to renege on the agreement that this would happen after the Olympics. The LVRPA should not be allowed to make any money from developing this site	Noted.	No change.
61	EastBank Seniors	The document arrived too late to read.	We are sorry to hear that you received the document late. The consultation period was 6 weeks and included wide publicity, letter drops, and a drop in session .	No change.
62	Environment Agency	We are pleased to see that the report has identified the potential to de-culvert and 'daylight' the Fulbrook and Dagenham Brook. We fully support this as it will have wide reaching benefits to biodiversity and will aid meeting the requirements of the Water Framework Directive and the Thames River Basin Management Plan. However, the SPD should acknowledge that any deculverting may have implications on the flood risk to the area and as such will require hydraulic modelling. We recommend that any applicant contacts the Environment Agency at the earliest opportunity to discuss the proposals .	A flood risk assessment took place in support of the Local Plan (Part 1) and further assessment has been carried out in support of Local Plan (Part 2) Site Allocations. Detailed pluvial hydraulic modelling carried out by the council has been assessed for the Leyton Mills SPD area. These assessments will be made available to applicants. Reference to hydraulic modelling will be added to the SPD.	Amend to include reference to hydraulic modelling in sections 4.5.3 and 8.4.2. check new number!

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63	Environment Agency	We are pleased to see that the report acknowledges flood risk and the requirement for any applicant to undertake a Flood Risk Assessment, in line with the National Planning Policy Framework (NPPF) and Planning Practice Guidance (PPG).	Noted.	No change.
64	Environment Agency	The majority of the site falls within either Flood Zones 1 or 2 of our latest published Flood Map for Planning, with some small areas shown to lie within Flood Zone 3. However, our detailed flood model for this area, produced in 2014, shows more of the site to be impacted by flooding when the impacts of climate change are considered. Applicants should assess the impacts of climate change across the site to ensure that there is no loss of floodplain storage within the 1% plus climate change extent.	A flood risk assessment took place in support of the Local Plan (Part 1) and further assessment has been carried out in support of Local Plan (Part 2) Site Allocations that takes account of climate change. Detailed pluvial hydraulic modelling carried out by the council has been assessed for the Leyton Mills SPD area. These assessments will be made available to applicants. Developers will be expected to undertake their own flood modelling to inform their design as part of site-wide masterplans alongside planning applications that include impacts of climate change. The Environment Agency will be a statutory consultee.	No change.
65	Environment Agency	We are aware that the Environment Agency's Lower Lee Flood Model (2014) has known inaccuracies and is likely to be an under representation of flood risk in the area. As such, there may be a requirement for applicants to provide updated flood modelling to better represent the site and the risks associated with their development. We recommend that this be undertaken at a strategic level to inform all sites within the masterplan to better understand the impact on flood storage and flow routes.	A flood risk assessment took place in support of the Local Plan (Part 1) and further assessment has been carried out in support of Local Plan (Part 2) Site Allocations that takes account of climate change. Detailed pluvial hydraulic modelling carried out by the council has been assessed for the Leyton Mills SPD area. These assessments will be made available to applicants. Developers will be expected to undertake their own flood modelling to inform their design as part of site-wide masterplans alongside planning applications that include impacts of climate change. The Environment Agency will be a statutory consultee.	No change.
66	Environment Agency	It should also be noted that the Level 1 and Level 2 SFRA (dated October 2023), submitted as evidence for the emerging Local Plan, has recommend that the Flood Zone 3b, the functional floodplain, should be defined as the 1 in 50 flood event. This will not have been included in any previous models and will need to consider within any future applications and modelling.	Noted. A flood risk assessment took place in support of the Local Plan (Part 1) and further assessment has been carried out in support of Local Plan (Part 2) Site Allocations that takes account of climate change. Detailed pluvial hydraulic modelling carried out by the council has been assessed for the Leyton Mills SPD area. These assessments will be made available to applicants. Developers will be expected to undertake their own flood modelling to inform their design as part of site-wide masterplans alongside planning applications that include impacts of climate change. The Environment Agency will be a statutory consultee.	No change.
67	Environment Agency	We ordinarily request that Finished Floor Levels are set 300mm above the 1% annual probability, plus climate change, flood level. However, for any model we have low confidence in, and where it has been justified that new modelling cannot be undertaken, we may request a minimum of 600mm freeboard.	Noted.	No change.
68	Environment Agency	In line with the sequential approach, development should be directed away from areas at risk of flooding. Any proposed development within the 1% plus climate change flood extent will need to provide compensation for on a level for level and volume for volume basis. We recommend all that relevant sections of the SPD are updated to make this clear.	A flood risk assessment took place in support of the Local Plan (Part 1) and further assessment has been carried out in support of Local Plan (Part 2) Site Allocations that takes account of climate change and sets out the sequential approach including the sites within the SPD.	No change.
69	Environment Agency	The Spitalfields Market site lies predominantly within Flood Zone 2, but partly within flood zone 3 of the current published flood map. However, as stated above, the flood modelling in this area is known to have inaccuracies and will need updating.	A flood risk assessment took place in support of the Local Plan (Part 1) and further assessment has been carried out in support of Local Plan (Part 2) Site Allocations that takes account of climate change. Detailed pluvial hydraulic modelling carried out by the council has been assessed for the Leyton Mills SPD area. These assessments will be made available to applicants. Developers will be expected to undertake their own flood modelling to inform their design as part of site-wide masterplans alongside planning applications that include impacts of climate change. The Environment Agency will be a statutory consultee.	No change.
70	Environment Agency	As stated in section 8.4.1, a FRA will need to be submitted and consider the wider masterplan and development proposals. Please see wider flood risk comments above.	A flood risk assessment took place in support of the Local Plan (Part 1) and further assessment has been carried out in support of Local Plan (Part 2) Site Allocations that takes account of climate change. Detailed pluvial hydraulic modelling carried out by the council has been assessed for the Leyton Mills SPD area. These assessments will be made available to applicants. Developers will be expected to undertake their own flood modelling to inform their design as part of site-wide masterplans alongside planning applications that include impacts of climate change. The Environment Agency will be a statutory consultee.	No change.
71	Environment Agency	We strongly support the inclusion of wide buffer zones from the River Lee.	Noted.	No change.
72	Environment Agency	The Marshalling Yard Culvert appears to run along the boundary, close to Site 1. We will expect the applicant to provide a detailed survey of the culvert with any submission. The survey should clearly demonstrate the exact location and distance between the outer edge of the culvert and any development. It should also identify opportunities to deculvert as well as identify the current condition and any remedial works required. An 8-metre buffer must be provided between any development and this watercourse.	Noted.	No change.

No.	Organisation/individual	Summary of consultation comment/issue	Response to comment	Changes proposed to the SPD
73	Environment Agency	The flood defences at New Spitalfields site are formed by natural high ground and flood walls. The condition of the flood defence will need to be assessed through a structural or visual survey. If the flood defence is found to be below its required condition grade, repair works will be required before the proposal can be considered acceptable. The maintenance regime must ensure that the flood defence will remain in acceptable condition for the lifetime of the development.	Noted.	No change.
74	Environment Agency	We hold records of water vole in the location of Hackney Marshes which will be relevant for any development within the riparian zone, including any elevated viewing platforms with abutments in the riverbed. Applicants will need to undertake relevant habitat surveys and mitigate any unavoidable impacts.	Noted and supported. Section 4.1 sets out the requirement for Phase 2 ecological surveys prior to establishing site-wide masterplans and that proposals must be accompanied by an Ecological Impact Assessment.	No change.
75	Environment Agency	It is noted that the proposed New Spitalfields Market is located on a historic landfill site. Our records show that the Spitalfields Market Site landfill was unlicensed and accepted waste between 1989 – 1990 at National Grid Reference TQ3729986103. Development at this site may also require an Environmental Permit. Developers at any allocated sites located on a historic landfill would need to make enquiries regarding potential requirements under the Environmental Permitting Regulations 2016. Please also note that the reuse of any landfilled materials would need to be controlled by an Environmental Permit.	Noted.	No change.
76	Environment Agency	As the historic landfill was unlicensed there is a potential for unknown risks. Our data indicates that inert waste was accepted, but inert waste in 1989-1990 contained higher proportions of organic waste and contaminants than inert waste today.	Noted.	Detail of the potential risk will be added to section 8.2.
77	Environment Agency	We also note that the proposal includes the development of residential units on the historic landfill site as well as the opening of the Dagenham Brook culvert which runs through the historic landfill site. This may create problems for surveys and sales of properties.	Noted.	No change.
78	Environment Agency	We would like to highlight the waste regulations and Environmental Permitting Regulations regarding the historic landfill and landfill waste. See full detail here: https://lbwf.sharepoint.com/:b/s/PlaceandDesign/EZIZPZxAelhBqHeMKqf6FrYB2h01Jl1-BP.IVQaWnksackQ?e=f0HS8C	Noted with thanks.	No change.
79	Environment Agency	Where development involves the use of any non-road going mobile machinery with a net rated power of 37kW and up to 560kW, that is used during site preparation, construction, demolition, and/ or operation, at that site, we strongly recommend that the machinery used shall meet or exceed the latest emissions standards set out in Regulation (EU) 2016/1628 (as amended). This shall apply to the point that the machinery arrives on site, regardless of it being hired or purchased, unless agreed in writing with the Local Planning Authority.	Noted.	No change.
80	Environment Agency	This is particularly important for major residential, commercial, or industrial development located in or within 2km of an Air Quality Management Area for oxides of Nitrogen (NOx), and or particulate matter that has an aerodynamic diameter of 10 or 2.5 microns (PM10 and PM2.5). Use of low emission technology will improve or maintain air quality and support LPAs and developers in improving and maintaining local air quality standards and support their net zero objectives.	Noted.	No change.
81	Environment Agency	We also advise, the item(s) of machinery must also be registered (where a register is available) for inspection by the appropriate Competent Authority (CA), which is usually the local authority.	Noted.	No change.
82	Environment Agency	The requirement to include this may already be required by a policy in the local plan or strategic spatial strategy document. The Environment Agency can also require this same standard to be applied to sites which it regulates. To avoid dual regulation this informative should only be applied to the site preparation, construction, and demolition phases at sites that may require an environmental permit.	Noted.	No change.
83	Environment Agency	Mobile Machinery includes items of plant such as bucket loaders, forklift trucks, excavators, 360 grab, mobile cranes, machine lifts, generators, static pumps, piling rigs etc. The Applicant should be able to state or confirm the use of such machinery in their application to which this then can be applied.	Noted.	No change.

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84	Environment Agency	The majority of Leyton Mills Retail Park is shown in the current maps as being predominantly within Flood Zones 1 and 2. However, as stated above, the flood modelling in this area will need to be updated to give an accurate view of flood risk in the area and to ensure that any proposed development will not impact on flood storage and flow within the 1% plus climate change flood event.	A flood risk assessment took place in support of the Local Plan (Part 1) and further assessment has been carried out in support of Local Plan (Part 2) Site Allocations that takes account of climate change. Detailed pluvial hydraulic modelling carried out by the council has been assessed for the Leyton Mills SPD area. These assessments will be made available to applicants. Developers will be expected to undertake their own flood modelling to inform their design as part of site-wide masterplans alongside planning applications that include impacts of climate change. The Environment Agency will be a statutory consultee.	No change.
85	Environment Agency	A minimum 8-metre buffer must be provided between development and the Dagenham Brook.	Noted.	No change.
86	Environment Agency	We support the ambition to open up the Dagenham Brook and the Fillebrook. This will aid the delivery of Biodiversity Net Gain. It is also good to see the provision of a green buffer near the River Lea. For de-culverting, hydraulic modelling must be undertaken to demonstrate there will be no increase in flood risk from the deculverting.	Noted and supported.	The requirement for hydraulic modelling will be added to sections 4.5.3 and 8.4.2.
87	Environment Agency	The Temple Mills Bus Depot site lies within Flood Zones 2 and 3 of the current Lower Lee Flood Model (2014). As stated above, there is uncertainty surrounding this model and it will need to be updated to demonstrate that there is no new loss of floodplain storage within the 1% plus climate change flood event. All development should follow a sequential approach in locating the highest vulnerable uses at the lowest possible risk. Where this is not possible, mitigation should be proposed.	A flood risk assessment took place in support of the Local Plan (Part 1) and further assessment has been carried out in support of Local Plan (Part 2) Site Allocations that takes account of climate change. Detailed pluvial hydraulic modelling carried out by the council has been assessed for the Leyton Mills SPD area. These assessments will be made available to applicants. Developers will be expected to undertake their own flood modelling to inform their design as part of site-wide masterplans alongside planning applications that include impacts of climate change. The Environment Agency will be a statutory consultee.	No change.
88	Environment Agency	Eton Manor lies within Flood Zones 1 and 2 of the current Lower Lee Flood Model (2014). As stated above, there is uncertainty surrounding this model and it will need to be updated to demonstrate that there is no new loss of floodplain storage within the 1% plus climate change flood event.	A flood risk assessment took place in support of the Local Plan (Part 1) and further assessment has been carried out in support of Local Plan (Part 2) Site Allocations that takes account of climate change. Detailed pluvial hydraulic modelling carried out by the council has been assessed for the Leyton Mills SPD area. These assessments will be made available to applicants. Developers will be expected to undertake their own flood modelling to inform their design as part of site-wide masterplans alongside planning applications that include impacts of climate change. The Environment Agency will be a statutory consultee.	No change.
89	Environment Agency	Any FRA will need to demonstrate that adequate flood storage compensation can be provided. The proposed development on Eton Manor is expected to impede flood flow and reduce flood storage capacity, thus causing a net loss in floodplain storage and increasing the risk of flooding elsewhere.	A flood risk assessment took place in support of the Local Plan (Part 1) and further assessment has been carried out in support of Local Plan (Part 2) Site Allocations that takes account of climate change. Detailed pluvial hydraulic modelling carried out by the council has been assessed for the Leyton Mills SPD area. These assessments will be made available to applicants. Developers will be expected to undertake their own flood modelling to inform their design as part of site-wide masterplans alongside planning applications that include impacts of climate change. The Environment Agency will be a statutory consultee.	No change.
90	Environment Agency	Ruckholt Road Culvert runs along the Eton Manor site boundary. The applicant must provide a location survey of the culvert. The survey should clearly demonstrate the exact distance between the outer edge of the culvert and the development. An 8-metre buffer must be provided between development and this culvert.	Noted.	No change.
91	Environment Agency	In line with LLDC policy BN2 and Waltham Forest policy 79 & 83, developments adjacent to water are required to meet the objectives of the Thames River Basin Management Plan, including the aim to achieve good status for all water bodies.	Noted.	No change.
92	Environment Agency	As such these developments will need to demonstrate how improvements to the riverine physical habitat will be achieved, both within the channel and it's margins, as well as the adjacent riparian habitat. This includes but is not limited to the deculverting of main river within the development boundary. Importance of the buffer and riverine habitat is highlighted in section 8.3	Noted.	Section 4.2.10 will be amended to include reference to aquatic and semi-aquatic species.
93	Environment Agency	This section could benefit from additional wording about aquatic and semi-aquatic species operating in waterbodies and within the riparian zone. (Water voles, otters, in-channel native aquatic plants). For example, an amendment could be: 4.2.10: <i>"Masterplans and development proposals should incorporate new habitat provision across the sites, including as part of the built fabric and soft landscaping of both green and blue spaces. These should be designed into the proposal at the earliest stages, with green spaces and riparian zones protected and enhanced to increase habitat connectivity between blue and green spaces across the borough."</i>	Section 4.1 sets out the requirement for Phase 2 ecological surveys prior to establishing site-wide masterplans and that proposals must be accompanied by an Ecological Impact Assessment. The ecological assessments will inform the approach to biodiversity.	Section 4.2.10 will be amended to include reference to aquatic and semi-aquatic species.

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94	Environment Agency	It is positive to see the SPD has identified the potential to open up the Dagenham Brook and the Fillebrook and include the provision of a green buffer zone near the River Lea (Section 12.5). For de-culverting, hydraulic modelling must be undertaken to demonstrate there will be no increase in flood risk from the de-culverting.	Noted and supported.	The requirement for hydraulic modelling will be added to sections 4.5.3 and 8.4.2.
95	Environment Agency	We encourage the use of infiltration SUDs as this is a sustainable approach to surface water management that mimics natural processes. However, the use of infiltration SUDs is not appropriate on all sites and in all locations. Infiltration SUDs should not be constructed in contaminated ground and should not be used where infiltration can re-mobilise contaminants already within soils to pollute groundwater.	Noted.	No change.
96	Environment Agency	Where peak seasonal groundwater levels are shallow this may constrain the potential for infiltration drainage or the choice of infiltration SUDs due to a requirement to maintain a minimum unsaturated zone thickness beneath the infiltration level. The use of deep infiltration systems such as boreholes is not routinely acceptable and will only be approved where there are no other feasible disposal options such as shallow infiltration systems or drainage fields/mounds and where the developer demonstrates no unacceptable pollution risk to groundwater; if approved they may require an environmental permit.	Noted.	No change.
97	Environment Agency	In all cases the SUDs train should provide sufficient water quality treatment in line with the land use of the drainage catchment and sensitivity of the receiving groundwater body. We recommend that the following guidance be referenced: (i) The Environment Agency's Approach to Groundwater Protection, particularly statements G1 and G9 to G13; (ii) The CIRIA C753 SUDS Manual; (iii) The Susdrain website; (iv) The Sustainable Drainage Systems: Non-Statutory Technical Standards guidance on gov.uk and the Recommendations To Update these.	Noted and supported.	Section 8.4 will be amended to include 'Sustainable Drainage Systems should provide sufficient water quality appropriate for the land use and sensitivity of the groundwater body.'
98	Environment Agency	Section 4.5.1 addresses the basics of what we would like to see however, it does not consider any flood defences on site, or the requirement for a provision of a buffer zone. For Section 4.5.1 – it would be beneficial if the following can be added: - Including an 8m buffer zone between the development and any flood defences/ main river or main river culvert and. - Ensuring that any flood defences structures are in 'fair' to 'good' condition and can be maintained for the lifetime of the development.	Noted and supported	Amend section (now 4.5.2) to include: '* Including an 8m buffer zone between the development and any flood defences/ main river or main river culvert. * Ensuring that any flood defences structures are in 'fair' to 'good' condition and can be maintained for the lifetime of the development.'
99	Environment Agency	Flood defences in this area are likely to be formed from natural high ground or flood walls. The condition of the flood defence can be assessed through a structural or visual survey. If the flood defence is found to be below its required condition grade, repair works will be required before the proposal can be considered acceptable. The maintenance regime must ensure that the flood defence will remain in acceptable condition for the lifetime of the development.	Noted.	No change.
100	Environment Agency	We believe that the report has identified opportunities to increase biodiversity across the area.	Noted.	No change.
101	Environment Agency	Looking at opportunities to improve the ecological functioning of the Old River Lea and Dagenham Brook should also be sought, in line with the Thames RBMP and BNG requirements. The baseline ecological reporting should inform recommendations for improving these aquatic habitats, on top of the terrestrial buffer zones being created.	Noted.	No change.
102	Environment Agency	An invasive species management plan will be required for the site given the high concentrations highlighted within the PEA.	Management plans will be provided alongside planning applications.	No change.
103	Environment Agency	It would be beneficial to have an early engagement concerning BNG proposals for the adjacent watercourses. This ensures the best opportunities are highlighted and incorporated into designs, as well as assisting with any required Flood Risk Activity Permit (FRAP) process that will potentially require for any enhancement.	Noted and supported.	No change.
104	Environment Agency	A FRAP will be required under the Environmental Permitting Regulations for any works in, under, over or within 8m of a Main River. Further information can be found at Flood risk activities: environmental permits - GOV.UK (www.gov.uk)	Noted.	No change.
105	Environment Agency	There is currently no consideration of groundwater and land quality issues within the document. We believe that this scheme could prevent or minimise further contamination in the area.	Noted and supported.	4.5 will be amended to include a section on groundwater

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106	Environment Agency	There are some sensitive receptors with respect to groundwater that have not been identified. Superficial deposits of Taplow Gravels (classed as a Secondary A aquifer) are present within the study area. Please note that there are also deeper sensitive bedrock aquifer units present – namely River Terrace Deposits, Lambeth Group and Thanet Formation Secondary A bedrock aquifers as well as deeper Chalk bedrock classes as a Principal aquifer. The site allocations also fall within SPZ2 and SPZ3, and the sensitivity of these locations with respect to potable abstractions should be considered. Future reporting should be updated to consider these receptors at all stages of development.	Noted.	4.5 will be amended to include a section on groundwater
107	Environment Agency	Principal aquifers are defined as "geological strata that exhibit high intergranular and/or fracture permeability. They usually provide a high level of water storage. They may support water supply and/or river base flow on a strategic scale." Secondary A aquifers are defined as "permeable strata capable of supporting water supplies at a local rather than strategic scale and in some cases forming an important source of base flow to rivers".	Noted.	4.5 will be amended to include a section on groundwater
108	Environment Agency	With respect to contaminated land issues: <ul style="list-style-type: none"> • Specific National Planning Policy Framework (NPPF) paragraphs 180 and 189 should be considered • Relevant guidance such the Environment Agency's Approach to Groundwater Protection and Land Contamination Risk Management (LCRM) should be promoted • The Approach to Groundwater Protection should be considered with regard to development proposals that we would object to in principle. • Policies should require developers to submit a Preliminary Risk Assessment (PRA) together with a planning application where land is potentially contaminated. • Policies should require developers to ensure sites are suitable or made suitable for intended use. • Policies should require developers to prevent discharges to ground through land affected by the works 	The SPD is underpinned by Waltham Forest Local Plan (Part 1), and Policy 90 'Contaminated land'. A section on groundwater will be added to the SPD.	4.5 will be amended to include a section on groundwater
109	Environment Agency	It should be ensured that any preliminary risk assessment and subsequent site investigation and remediation strategies at sites with land affected by contamination should be undertaken by a competent person. The National Planning Policy Framework (NPPF) paragraph 189c) defines a competent person (to prepare site investigation): <i>"A person with a recognised relevant qualification, sufficient experience in dealing with the type(s) of pollution or land instability, and membership of a relevant professional organisation".</i>	The SPD is underpinned by Waltham Forest Local Plan (Part 1), and Policy 90 'Contaminated land'. A section on groundwater will be added to the SPD.	No change.
110	Environment Agency	Piling or any other foundation design using penetrative methods may cause preferential pathways for contaminants to migrate to groundwater and cause pollution. For new development sites where piled / deep foundations are required a Foundation Works Risk Assessment (FWRA) would be required to ensure that there are no arising unacceptable risks to groundwater in the chalk aquifer associated with the works	Noted.	4.5 will be amended to include a section on groundwater
111	Environment Agency	For site allocations with an industrial end use it is noted that certain industrial activities require an environmental permit. Developers are advised to use the Check if you need an environmental permit guidance and/or contact the Environment Agency for any queries regarding potential permitting requirements	Noted.	No change.
112	Environment Agency	If you, or any future applicants would like us to review any revised documents prior to a formal submission, outside of a statutory consultation, and/or meet to discuss our position, this will be chargeable in line with our planning advice service. If you wish to request a document review or meeting, please contact our team email address at HNLsustainableplaces@environment-agency.gov.uk. Further information on our charged planning advice service is available at: https://www.gov.uk/government/publications/planning-advice-environment-agency-standard-terms-and-conditions	Noted.	No change.
113	Equans	have read the Leyton Mills Supplementary Planning Document, and I noticed the plans mention being connection ready to receive heat and hot water from the near by Queen Elizabeth Olympic in section 4.7.4.	Noted.	No change.

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114	Equans	Equans Urban Energy hold the concession agreement with the LLDC to operate the East London Energy (ELE) heat network. Our energy centres at Kings Yard and Stratford City provide heating and cooling to commercial and residential buildings within the LLDC concession zone via our district heating network. I also gather that you may have worked with us on the past on another related Leyton Mills and New Spitalfields connection opportunity.	Noted.	No change.
115	Equans	Additionally, to address 4.7.1 and achieve low carbon through the concept of "sleeving" we offer exclusively low-carbon heat. Sleeving is an approach that enables existing and new connections to be supplied with heat generated by low carbon generation and use the carbon factor associated with that lower carbon heat source rather than using the entire network's average carbon emissions factor. It enables carbon savings from the introduction of new lower carbon heat sources (for example, an air source heat pump) to be immediately recognised, attributing the carbon savings to specific buildings connected to the network and to safeguard compliance with Building Regulations and planning policy.	Noted.	No change.
116	EVERYONE ON BOARDS foundation	We believe that Introducing an indoor skatepark to Leyton Mills plan could holds the potential benefits the community in various ways, while also contributing to the legacy of the Olympics. By introducing an indoor skatepark to Leyton Mills, you can create a dynamic and inclusive space that benefits the community in terms of health, recreation, economic development, and cultural enrichment, while also honouring the legacy of the Olympics and promoting the values of sportsmanship, excellence, and innovation. Here's how: Community Engagement and Participation: An indoor skatepark would provide a dedicated space for residents of all ages and backgrounds to engage in recreational activities, promoting physical fitness, social interaction, and community	Further consideration of the type of community uses will form part of site-wide masterplans and planning applications.	No change.
117	EVERYONE ON BOARDS foundation	By offering programming and events tailored to different interests and skill levels, the skatepark can attract diverse groups within the community, fostering inclusivity and a sense of belonging. Youth Empowerment and Skill Development: Skateboarding is a popular activity among youth and offers numerous physical and mental health benefits, including improved balance, coordination, and confidence. The indoor skatepark can serve as a safe and supportive environment for young people to develop their skating skills, express themselves creatively, and pursue their passions. Olympic Legacy and Sporting Excellence: Skateboarding was officially included as an Olympic sport for the first time in the 2020 Tokyo Olympics, highlighting its growing popularity and cultural significance worldwide. Introducing an indoor skatepark to Leyton Mills can contribute to the legacy of the Olympics by providing aspiring athletes with access to high-quality training facilities and opportunities to pursue their dreams of competitive skateboarding.	Further consideration of the type of community uses will form part of site-wide masterplans and planning applications.	No change.
118	EVERYONE ON BOARDS foundation	Economic Development and Tourism: The presence of an indoor skatepark can attract visitors from outside the community, including tourists, skateboarding enthusiasts, and competitors participating in events and competitions. This influx of visitors can stimulate economic activity in Leyton Mills, supporting local businesses such as shops, restaurants, and accommodation providers, and contributing to the overall prosperity of the area. Cultural Enrichment and Creative Expression: Skateboarding is not just a sport but also a form of art and self-expression, with its own unique culture, aesthetics, and values. The indoor skatepark can serve as a hub for creative expression, hosting art installations, live performances, and cultural events that celebrate the rich diversity of skateboarding and its impact	Further consideration of the type of community uses will form part of site-wide masterplans and planning applications.	No change.

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119	EVERYONE ON BOARDS foundation	Overall, the vision for a new neighbourhood in Leyton Mills appears to be well-rounded and forward-thinking, with an emphasis on creating a vibrant, sustainable, and inclusive community that meets the needs of current and future generations. However, it will be important to ensure that the vision is translated into concrete actions and policies that guide the development and implementation of the neighbourhood plan. Additionally, ongoing community engagement and collaboration will be essential to ensure that the vision remains responsive to the evolving needs and priorities of the local community. But introducing action sport centre will benefit as well.	Further consideration of the type of community uses will form part of site-wide masterplans and planning applications.	No change.
120	EVERYONE ON BOARDS foundation	We would like to be included in plans for Meanwhile use and activation of spaces	Further consideration of the type of community uses will form part of site-wide masterplans and planning applications.	No change.
121	EVERYONE ON BOARDS foundation	Introducing a world-class indoor skatepark in Leyton Mills could pave the way for nurturing Olympic-level talent in skateboarding and potentially hosting future Olympic events. An "Inside Out" world-class skatepark with creative designs incorporating nature & indoor spaces on Eton Manor could pave the way for nurturing Olympic-level talent in skateboarding and potentially hosting future post-Olympic events? The group could be involved in delivery.	Further consideration of the type of community uses will form part of site-wide masterplans and planning applications.	No change.
122	Historic England	While there are relatively few heritage assets in and around the SPD area, we note and welcome the references in the document to the listed buildings, conservation area and archaeological resource, as well as the opportunity for new development to draw on the history and culture of Leyton in its design and layout. As a result, our only suggestions would be to include further reference to the need to consider the character of the Leyton conservation area, perhaps by drawing on the forthcoming conservation area management plan. This could be included in section 6.1. The conservation area designation should also be documented on Figure 21.	Noted.	Amend Figure 21 to include the Leyton Conservation Area and include further reference to consider the character of the Conservation Area.
123	Individual	Happy with the overall vision.	Noted with thanks.	No change.
124	Individual	The underground station area needs redevelopment as it gets so busy and dangerous on the footpath. The SPD shows this but not enough detail as to how.	Sustainable transport is a key ambition of the SPD. Further active travel consideration will come forward with masterplans to support planning applications.	No change.
125	Individual	The back of our property currently faces onto the back of the Asda supermarket. There are trees between the garden and Asda. I hope no new development (looks like the educational space) will overlook our garden.	The detail would be considered as part of a planning application which will be supported by the Waltham Forest Local Plan. Policy 57 requires new development to respect the amenity of existing occupiers.	No change.
126	Individual	Ruckholt Road station is essential for seamless commute to Stratford. This will not only significantly improve connectivity, but will also ease the burden of Leyton Station which is always hopelessly overcrowded and over capacity (and often impossible to get into during rush hour).	Noted.	No change.
127	Individual	The emphasis should be on the cultural hubs. There are no cultural hubs or food & beverage places in the immediate area. All areas should be accessible for members of the public.	Cultural hubs are sought on New Spitalfields Market and Leyton Mills in accessible locations.	No change.
128	Individual	I'm happy with the overall vision. Though I would like some detail on making the area an affordable area to live in reference to cost of living not just affordable housing.	Noted with thanks. Additional to affordable housing, the SPD seeks energy solutions for affordable homes that avoid fuel poverty. Requirements for affordable workspaces and jobs for local people are also set out in the SPD.	No change.
129	Individual	Cycle lane from Alexander Road, York Road and Ruckholt road constantly flooded when it rains so is unusable most of winter. Coronation Square development the tall tower looks cheap and badly constructed already. Its not in keeping with the buildings in the area with its exposed concrete frame. Not sure why it is referenced as being in keeping. Glad that flood risk is being covered as it is getting worse. Upset that replacement of B&Q not mentioned. Not only for home improvements but its garden centre. Rare to have a place you can buy affordable plants in a city area. Shown by the popularity of Columbia Road market. A missed opportunity.	A flood risk assessment took place in support of the Local Plan (Part 1) and further assessment has been carried out in support of Local Plan (Part 2) Site Allocations. A detailed pluvial hydraulic modelling has been carried out for the Leyton Mills SPD area. These will be made available to applicants. Further assessment of flooding will be considered as part of site-wide masterplans alongside planning applications. Paragraph 9.9.1 of the SPD seeks the retention/reprovision of existing retail uses where possible.	No change.
130	Individual	Looks good though im unclear on the new connection to Ruckholt Road as it seems to go through the church or a private gated road? Leyton station needs these improvements desperately.	The route is identified as a potential connection. Further investigation to the suitability of the route would be considered at a later stage alongside proposals.	No change.

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131	Individual	Some of the architecture references are questionable. They are eclectic and have no bearing on the Victorian history of the area or each other. If you want the area to have a cohesive feel then a style should at least be consistent. My main concern is build high especially after some recent developments in Waltham Forest . The overlooking of some of the properties seems to be addressed. Though wont be clear until the plans are further developed. Most of these sites are to the south of existing homes, gardens and allotments so will have a direct impact on light. I would like further reassurance that this is being considered. Can you consider having drop off points for deliveries in the area? During the day deliveries struggle to find parking especially now loading is not allowed where cycle lanes have been put in.	Alternative architectural references will be used. A sensitive approach to building heights is sought in the SPD. The SPD is underpinned by the recently adopted Local Plan 1 and Policy 54 seeks the visual, environmental, functional and cumulative impacts of tall buildings to be considered. Policy 57 requires new development to respect the amenity of existing occupiers. The detail of servicing and delivery will be considered as part of a planning application.	The architectural references will be amended on p57.
132	Individual	Generally in favour of the plans. My main concern has always been the removal of key shops having a cost of living on the lower income families in the area. If the Asda is reduced in size this will result in the pricing model for the store changing and the cost of a shop going up. Getting home delivery reduces choice and costs more. As mentioned previously removing the B&Q is also increasing the cost of living. Smaller hardware stores are in the area but they are often more expensive.	Paragraph 9.9.1 of the SPD seeks the retention or reversion of existing retail uses where possible.	No change.
133	Individual	Why is the new Leyton Orient ground not mentioned?	Leyton Orient have signed a twenty-year lease at the existing location.	No change.
134	Individual	Would like provision for home improvements and gardening. Would be good if people are encouraged to beautify their homes and therefore the area and environment by having the ways of doing it easily accessible to all.	Paragraph 9.9.1 of the SPD seeks the retention or reversion of existing retail uses where possible.	No change.
135	Individual	Engagement has been poor. I feel that people don't understand what is happening in the area. I think a simplified communication is needed for those who will be effected but might not necessarily be the type to respond or engage with the formal planning process. Especially those in close proximity	To reach those in close proximity, a letter drop and a drop in event took place outside Asda supermarket, as well as targeted social media posts and newsletters.	No change.
136	Individual	I found the document had a good amount of detail for me at this stage but I believe a simplified version may be helpful for and overview.	Noted. We will provide a summary of the document on the councils webpage should the document become adopted.	No change.
137	Individual	Really pleased to read that you intend to keep the blossom trees outside Poundland, they are so beautiful and very special. They will be even nicer with an improved backdrop. Also delighted about the new foot and cycle bridge where b&q is.	Noted.	No change.
138	Individual	Please over communicate so those of us living here know what to expect and when.	Noted.	No change.
139	Individual	Long but good	Noted with thanks.	No change.
140	Individual	Generally supportive. The plans look positive and forward-looking. My key concern is access to/from the tube station and surrounding streets. If major redevelopment is being done, could pedestrian access to Leyton Mills be provided from Ruckholt Road? Perhaps via the church site? If significant housing is developed, current public transport will be stretched. The Central line is already a nightmare at peak times. Improving the station is long overdue but won't improve train capacity. An additional rail station at Ruckholt Road will be useful but not revolutionary.	The SPD seeks improvements to Leyton Underground Station including increasing capacity, and public realm improvements outside.	No change.
141	Individual	Pedestrian access improvements are much needed.	Noted with thanks.	No change.
142	Individual	Excited to read about plans to regenerate the area because currently Leyton is a cultural desert and we desperately need places the residents can spend time rather than having to travel to neighbouring boroughs	Noted.	No change
143	Individual	Need to ensure existing trees and greenery remains and additional trees are planted to improve the air quality as well as to make the area more pleasant where people will happily spend time	The SPD requires proposals to retain significant existing trees, and seeks significant urban greening.	No change.
144	Individual	Reduce the amount of traffic and make more provisions to encourage walking, cycling and use of public transportation. This will improve residents health and fitness levels.	Sustainable transport is one of the key visions for the SPD. Development proposals should be car free, and provision should be made for sustainable servicing methods for first- and last-minute logistics, cargo bikes and cycle freight. Site-wide masterplans and development proposals should be supported by early stage strategic transport assessments	No change.
145	Individual	Improve Leyton tube station to serve increased levels of commuters. Leyton mills to be more accessible and friendly for cyclists and pedestrians. Plant more trees and reduce parking spaces. Asda to open access on KFC's side so people who don't drive won't need to walk extra distance to the current entrance.	Sustainable transport is one of the key visions for the SPD. Development proposals should be car free, and provision should be made for sustainable servicing methods for first- and last-minute logistics, cargo bikes and cycle freight. Site-wide masterplans and development proposals should be supported by early stage strategic transport assessments	No change.

No.	Organisation/individual	Summary of consultation comment/issue	Response to comment	Changes proposed to the SPD
146	Individual	We need to encourage more local businesses and attract bigger employers into the area to create more jobs.	Alongside a relocated Asda store, a mix of smaller retail, food and drink, education, workspace, industrial space, culture and leisure activity will provide a range of economic opportunities and experiences across the area for <u>existing and new residents</u> .	No change.
147	Individual	Residential buildings to be no more than about 5 storeys high.	A sensitive approach to building heights is sought. The SPD is underpinned by the recently adopted Local Plan 1 and Policy 54 seeks the visual, environmental, functional and cumulative impacts of <u>tall buildings to be considered</u> .	To change.
148	Individual	Plant wild park with playground made of only natural materials, preferably wood only.	The detail associated with play space materials will be dealt with as part of a planning application.	No change.
149	Individual	Please ensure that all communities are represented and able to use the new area and <u>have access to housing</u>	Noted.	No change.
150	Individual	Leyton is already stretched in terms of infrastructure. Its impossible to get doctors appointments, nurseries full, dentists you will go as far as Hackney to get an appointment. If this is ignored it will be terrible for the local area with an <u>increase in residents</u>	Noted. Infrastructure is a key consideration of the SPD.	No change.
151	Individual	Leyton has a very bad drug problem, please ensure services are adequate to resolve this. Local youth need youth centres to ensure the area thrives, very important that this is considered. If not the area will continue to get more and more <u>divided leading to a lack of safety</u>	Noted. The SPD identifies locations for potential community facilities. The type and nature of these facilities will be developed as part of a planning application.	No change.
152	Individual	It would be good to see some services and shops remain, Eg nurseries, gym and amenities.	The SPD recommends provision of shops, nurseries and sports facilities.	No change.
153	Individual	The vision is clear	Noted with thanks.	No change.
154	Individual	I support proposals	Noted with thanks.	No change.
155	Individual	The green bridge was the most important, and I was really surprised to read about plans for a Ruckholt Road station. As a resident I am very <u>keen to reduce traffic especially noise pollution</u> .	Noted.	No change.
156	Individual	Agree, residents need much better pedestrian and bike access to the Lea.	Noted with thanks.	No change.
157	Individual	Request for WF residents to be given priority for housing, especially first-time buyers. Request for <u>affordable homes proportion</u> .	The SPD identifies the need to provide affordable homes for local people.	No change.
158	Individual	Yes, request deterrents for night-time use of car park as this has been a nuisance for the past year.	Noted. The SPD seeks a new neighbourhood with increased footfall including evening uses, and <u>reduced parking areas</u> .	No change.
159	Individual	Yes, request for specific provisions around light pollution to Thant Close development.	The detail would be considered as part of a planning application which will be supported by the Waltham Forest Local Plan. Policy 57 requires new development to respect the amenity of existing occupiers and Policy 50 requires noise, vibration and <u>light pollution to be considered with proposals</u> .	No change.
160	Individual	Yes, request new rules about light pollution from hockey floodlights.	The detail would be considered as part of a planning application which will be supported by the Waltham Forest Local Plan. Policy 57 requires new development to respect the amenity of existing occupiers and Policy 50 requires noise, vibration and <u>light pollution to be considered with proposals</u> .	No change.
161	Individual	I haven't read every word but as far as I can see regarding Leyton Mills Retail Park the only shop that is mentioned is Asda, what about Poundland, B&Q and all the others, are they going to be demolished?. I have lived in Leyton all my life and Leyton Mills is the best thing that happened during the 1990s, now it looks like your going to destroy it	Paragraph 9.9.1 of the SPD seeks the retention or re-provision of existing retail uses where possible.	No change.
162	Individual	Improve it but don't destroy it, especially the shops etc that are there now otherwise Leyton may become a ghost town if they are removed, we have recently lost Matalan in Leytonstone we need to keep these shops especially for those who <u>don't/can't drive</u>	The ambitions set out in the SPD are to create a vibrant neighbourhood with improved retail and town centre premises and a diverse mix of uses including homes, workspaces, industrial and community.	No change.
163	Individual	Way too much political terminology making it hard to understand.	Noted. A brief summary will be provided on the council's webpage should the document become <u>adopted</u> .	No change.
164	Individual	Generally supportive of approach and key principles	Noted with thanks.	No change.
165	Individual	Agree with '15 minute' neighbourhood concept for a mixed use walkable neighbourhood built to high <u>design standards</u>	Noted.	No change.
166	Individual	Support the expansion of housing provision giving local and wider London housing shortages.	Noted.	No change.
167	Individual	Support anything that supports improvements to Leyton tube station and a new railways station.	Noted.	No change.
168	Individual	Would value high quality public realm and strong design standards for new buildings. Would value efforts that support the built environment for existing Leyton residents.	Noted.	No change.
169	Individual	Would value a good mix of retail, small business <u>space</u> .	Noted.	No change.
170	Individual	As a lay reader this document is very extensive and quite difficult to navigate and digest the most salient points. I would have valued more signposting and <u>emphasis on the key narrative points</u>	A brief summary will be provided on the council's webpage should the document become adopted.	No change.

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171	Individual	These are aims which sound appealing. Attention needs to be paid at every stage as to whether the developers stick to it and actually deliver what will benefit the local community. These consultations need to be more widely advertised and made more accessible so that you really get a representative response. Are you contacting schools to get feedback from families and those with small businesses?	Noted. Please see the consultation report for full details of the approach.	No change.
172	Individual	Greens space and non-overshadowed space needs to be protected. I'm up for truly affordable housing to be created. It needs also to come with the essential infrastructure and green, open space: doctors, dentists, small shops, play spaces for all areas (including older children). Also, the need to improve biodiversity is key!	Protection of existing green space and the creation of new green spaces, alongside other infrastructure are a key ambitions of the document. An ecological survey was carried out consider the impacts on Hackney Marshes and the document was amended following recommendations.	No change.
173	Individual	Lots of opportunity to make the space better used for community benefit and more accessible and inviting including after dark. Making space that feels safe to navigate and improves green space should be prioritised.	Noted.	No change.
174	Individual	This should be a priority. The sims should be increased given the fact that they are always eroded in the building process to increase profit. Solar panels should be installed and greening should be at pedestrian level so that people and pollinators benefit from green space.	Aspirations for sustainability and biodiversity are set out in the SPD.	No change.
175	Individual	This is important. I want my children and family to be able to navigate the area safely. The east way and A12 currently create a barrier east to west and this should be bridged. East to west transport is currently slow buses (Lea bridge road and one hopper bus W16?) and the central line which is very busy. Better links to our neighbouring borough is important.	Noted.	No change.
176	Individual	Life on the ground floor is important to make areas pleasant and inviting to move around. Low rise housing as well as some limited higher. The Brunswick centre and Blackstone estate in London fields are good examples of housing design the lends itself to community communication rather than alienation.	Noted. Section 6.2 sets out the requirement for ground floors and active frontages.	No change.
177	Individual	Small shops, Cinema and community spaces will make it a place people will want to live.	Noted.	No change.
178	Individual	Creative hub is good but what is meant by that? Important not to have high rise building overshadowing the marshes green space. This would create wind tunnels which are not nice to navigate on foot.	Detail associated with the creative hub will come forward as part of a planning application. A sensitive approach to building heights is sought in the SPD. The SPD is underpinned by the recently adopted Local Plan 1 and Policy 54 seeks the visual, environmental, functional and cumulative impacts of tall buildings to be considered.	No change.
179	Individual	It would be good to have a green bridge linking jubilee park and the marshes that is accessible to disabled people and children. Orient way is a scary place to walk even in the day time sometimes as it feels so isolated. Extending green space all the way up that route would be good instead of a motorway that has a perpetual traffic jam.	Noted.	No change.
180	Individual	The claim that there is a desire to increase green space should not be eroded. Better connection that isn't just wide alienating roads should also be improved. Small, independent shops or cafes/butchers/doctors/veg shops/community space that you can rent/for youth clubs etc should be prioritised so that it really is a space that regenerates the community rather than a lifeless space that looks good on a drawing but isn't used. Allotment spaces should be incorporated so that people who really want to take care of the land are factored in.	Noted.	No change.
181	Individual	This includes a lot of interesting information but it is way too long and most people don't have the patience or time to engage with something so extensive. You should create videos that deliver this information in sections. Otherwise respondents are self-selecting.	A brief summary will be provided on the council's webpage should the document become adopted.	No change.
182	Individual	The ideas sound good. This whole document is very long and not very accessible. Maybe a short videos would be more accessible.	A brief summary will be provided on the council's webpage should the document become adopted.	No change.
183	Individual	I like the vision, but keeping all the good stuff costs the developers money and I my experience the vision gets watered down as profit comes into play. It will be down to Waltham Forrest planning to fight the green spaces, community assets, truly affordable housing and carbon neutral high quality housing.	Noted.	No change.
184	Individual	BNG should be higher than 10%. Green roofs are good but are often used by developers as a cheap way of fulfilling there BNG quota, where the roof space would be better used for solar panels and the BNG quota should be achieved on the ground level, where people will also benefit from the green space.	Policy requires a minimum 10% BNG. Significant new ground level green space is sought with the SPD, alongside deculverting sections of the Dagenham Brook and Fillebrook.	No change.
185	Individual	Sounds good but needs to be implemented in the actual planning application.	Noted.	No change.

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186	Individual	This document is very long and inaccessible. I'm well educated, motivated and have some time to do this, and I lost the will to complete it half way through. A 120 page document, will never be accessible. You say that area is very diverse and areas of depreciation but this document is only available in English and full of jargon. If you want a response from across the community, you will need to change your approach to consultation documents. Short videos with one question at the end. Have a shorter version of the information, within the questionnaire, so you don't have to flick between the document and the question. The document is not phone friendly, it's too small, which disadvantages people without computers. I understand the need for this long document and it should be available to all, but a more accessible strategy for informing people about the plans and	Noted and the comment will be taken on board for future SPD documents. A brief summary will be provided on the council's webpage should the document become adopted.	No change.
187	Individual	Looks good, images are good to break up the text.	Noted with thanks.	No change.
188	Individual	Good to see some regeneration, but concerned about the loss of jobs from moving New Spitalfields market The need for more integrated cycle and pedestrian walkways from the Olympic site to Leyton is requires. Better visuals, lighting are required and crossing time weights are long	The SPD seeks enhanced employment opportunities and sustainable transport.	No change.
189	Individual	Flood risk has not been considered fully with planning policy and homes.	A flood risk assessment took place in support of the Local Plan (Part 1) and further assessment has been carried out in support of Local Plan (Part 2) Site Allocations. A detailed pluvial hydraulic modelling has been carried out for the Leyton Mills SPD area. These will be made available to applicants. Further assessment of flooding will be considered as part of site-wide masterplans alongside planning applications. The Environment Agency will be a statutory consultee.	No change.
190	Individual	Needs to think about how level access will work and when two people pushing prams side by side will work with people walking in the other direction. Its great Leyton is on the doorstep of two parks, but level access to them is poor.	Noted. Sustainable transport is a key ambition of the SPD.	No change.
191	Individual	Need better cycle infrastructure for Leyton HS and the creation of a true 15-minute village. The facilities in Leyton are poor for residents on a day-to-day use.	Noted. The SPD seeks improved public realm around Leyton Underground Station and extensive new and improved cycle routes.	No change.
192	Individual	We need to stop having planning permission for takeaway shops. It is a joke about how many chicken shops we have but no pharmacy on the Leyton High Street.	Noted.	No change.
193	Individual	Flood risk and SuDS needs better consideration.	A flood risk assessment took place in support of the Local Plan (Part 1) and further assessment has been carried out in support of Local Plan (Part 2) Site Allocations. A detailed pluvial hydraulic modelling has been carried out for the Leyton Mills SPD area. These will be made available to applicants. Further assessment of flooding will be considered as part of site-wide masterplans alongside planning applications. The Environment Agency will be a statutory consultee.	No change.
194	Individual	Needs better access for level access, the current arrangement from York Road doesn't work - buggies, wheelchair users can't get through the human flow control metal gates. The site is only feels safe (as a women) because so many people walk through it, otherwise it is a terrible design for safety	Sustainable transport are key ambitions of the SPD as well as spaces being safe and feeling safe for all including for women and girls.	No change.
195	Individual	Needs better safety for walking around when the centre is closed and its dark. Its pretty sketchy and I avoid walking around there when the early evening are dark. Late at night is feels better because the amount of people waiting for Spitalfields to open!	Safety I the area is a key consideration in the SPD. Further detail is provided in section 5 'A safe and well-connected place' and section 4.3 'Open space, plan and recreation'.	No change.
196	Individual	It is very long and text heavy which I am concerned the general public won't engage with. As I work in the planning system, I skipped a lot of pages but need condensing for public	A brief summary will be provided on the council's webpage should the document become adopted.	No change.
197	Individual	Clearly explains the context of the document	Noted with thanks.	No change.
198	Individual	Laudable aims but needs to make sure they are sympathetic to the area and not later overridden by developers pleading poverty that buildings are no longer viable unless they reduce the amount of affordable homes	Noted.	No change.
199	Individual	Pleased that local views have been considered	Noted.	No change.
200	Individual	Pleased to see prominence given to sustainable transport. Consideration should be given to providing car club vehicles; also the possibility of (paid for) visitor parking. The only site access still seems to be Marshall Road, which can occasionally become completely gridlocked (egg when Lea Bridge Road is blocked and it becomes a bus diversion route) - is more resilience/an alternate access needed?	Noted with thanks. Further detail on parking will be considered as part of site wide masterplans and planning applications.	No change.

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201	Individual	Good design goals, provided they're adhered to - the nearby flats at the corner of Orient Way had a last minute planning amendment to add more floors. A maximum should be a maximum and 'robust justifications' should not be overridden by a developer holding the council to ransom. The council should push for as many affordable homes as possible.	Noted.	No change.
202	Individual	Good selection of local shops is important.	Noted.	No change.
203	Individual	Does housing at North end of site have the potential to be isolated/feel unsafe - consideration needs to be given to safe access, particularly at night.	Safety of the area is a key consideration in the SPD. Further detail can be found in section 5 'A safe and well-connected place'.	No change.
204	Individual	Reprovision of Asda is good. Many of the other shops in Leyton Mills don't require such big units so that type of retail could still have a home. With the recent closure of Homebase in Walthamstow there's no other big box DIY store in the borough that's easily accessible without a car, so B&Q will be a loss.	Paragraph 9.9.1 of the SPD seeks the retention or reprovision of existing retail uses where possible.	No change.
205	Individual	Illustration on P86 shows not much improvement on Ruckholt Rd - which is often queuing traffic during the day or speeding cars at night. Needs improvement but seems to fall between planning areas. Cycle routes should have better connectivity with Hackney when crossing the borough boundary.	Sustainable transport is one of the key visions for the SPD and specific reference is made to improving Eastway and Ruckholt Road.	No change.
206	Individual	what's happening to the hockey / tennis centre & MTB course?	The SPD seeks the retention and enhancement of facilities on Eton Manor.	No change.
207	Individual	I don't think this area should be developed as residential.	Noted. New homes are considered an essential part of creating a vibrant neighbourhood and to achieving Policy 12 of the Local Plan.	No change.
208	Individual	nothing good will come from building on this area and introducing 100s/1000s of people to the area.	Noted. New homes are considered an essential part of creating a vibrant neighbourhood and to achieving Policy 12 of the Local Plan.	No change.
209	Individual	the existing areas in Leyton are not safe - bike jackings on lea bridge road.	The SPD seeks a mix of uses to achieve a vibrant neighbourhood that is and feels safe at different parts of the day and night.	No change.
210	Individual	where will people shop once temple mills is redeveloped?	Temple Mills does not currently have shops. The SPD recommends new retail space could be provided in association with a new station. Development of this site could therefore increase shopping potential.	No change.
211	Individual	this is too close to hackney marshes to be developed.	An ecological survey was carried out to investigate potential impacts on the Marshes and the recommendations have been taken forward in the writing of the SPD.	No change.
212	Individual	this should be left for shopping.	The SPD seeks a vibrant mixed used neighbourhood with shops to meet local needs.	No change.
213	Individual	where will the bus depot relocate to?	The SPD seeks retention or reprovision of the bus depot.	No change.
214	Individual	the only good idea is the bridge alongside the A12.	Noted.	No change.
215	Individual	on page 9 there is a type showing Eton Manor as 1, along with Spitalfields Market. This should say no 5 for Eton manor. Other than that its fairly clear.	Noted.	Figure 1 will be amended to show Eton Manor as reference 4.
216	Individual	I like the vision, but think Orient Way Road access should also be considered. Orient way is horrible to cycle along. The cycle lane is in a terrible state. The traffic flow is very poor and its the main route from Hackney/Lea Bridge Road for the A10. Its a terrible road junction. Access from Lea Bridge Station should be considered in the brief.	Further consideration of active travel will come forward with masterplans to support planning applications. Movement around Lea Bridge Station will be considered as part of the Lea Bridge Area Framework.	No change.
217	Individual	Its fairly clear, but it would be helpful to know what line - egg overground or rail line is being proposed for the new Ruckholt Road Station. Its quite hard to comment on how helpful this would be otherwise. As said, access from Lea Bridge Station and road should be considered as from the Lea Bridge end of Leyton, bus travel to Leyton High Street and Leytonstone is really poor.	Reference to the line for Ruckholt Road Station is provided on page 54 paragraph 5.3.2. Section 5.4 sets out ambitions for improvements to bus services in the area. Movement around Lea Bridge Station will be picked up as part of the Lea Bridge Area Framework.	No change.
218	Individual	No comment. Looks good, protecting Old Lea River is a good idea. Rooftop Gardens however tend to be very windy so consideration to wind to these spaces should be given.	Noted.	No change.
219	Individual	There should be specific cycle lanes and people lanes. When the Olympic Park is busy in summer its actually a bit challenging to cycle through as people don't look around and just spread out. They don't pay attention to bikes and the shared space signs - and I cycle pretty slowly!	Further detail of cycle routes will come forward as part site wide masterplans and planning applications.	No change.
220	Individual	Please put in decent lighting at night. Women do not feel safe in dimly lit parks and the lighting through most Waltham Forest parks is not sufficient. Also buildings should not be too high, the document should specify max number of floors now, so contractors know what they can and can't do. The gasworks site near Jubilee Park is still a mess and has gone back to planning due to this. Residents don't want tall buildings looming over their maisonettes.	Paragraph 5.1.3 seeks design of public realm to be and feel safe and secure including for women and girls. A sensitive approach to building heights is sought. The SPD is underpinned by the recently adopted Local Plan 1 and Policy 54 seeks the visual, environmental, functional and cumulative impacts of tall buildings to be considered.	No change.

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221	Individual	Buildings should not be too tall or it is all you can see and it will ruin the skyline and views across the Marshes.	A sensitive approach to building heights is sought. The SPD is underpinned by the recently adopted Local Plan 1 and Policy 54 seeks the visual, environmental, functional and cumulative impacts of <u>tall buildings to be considered</u> .	No change.
222	Individual	Anything to improve that site would be welcome - but as said, please also consider access for bikes and cars from Orient Way as it is terrible that side of the part as well.	Noted.	No change.
223	Individual	I would like to see more information about the proposed mixed use bridge to the Eton Manor Site its sounds like a good idea in principal. The current small bridge from Ruckholt Road to QE Park is awful. Really wobbly on a bike, the gradient is awful and its much too small for current <u>foot and cycle usage</u> .	Further detail will come forward as part of a planning application.	No change.
224	Individual	Okay, station would link between Stratford and Lea Bridge, this would be helpful. Please don't forget about Orient Way access to Temple Mills site. You may not want to encourage cars but it is a main route through and to the A12. At the moment you get stuck all the time trying to get to the shops in a car or a bike, due to it being a main route to the A12 from Lea Bridge/Clapton side of Hackney and a LOT of industrial traffic from Argyll Avenue. Bike has to come up and over which is poor. Please don't ignore this junction and access because it will effect what local people feel about this development.	Further consideration of active travel will come forward with masterplans to support planning applications.	No change.
225	Individual	I found it quite easy to understand but I look at these types of documents at work. An exec summary of key benefits for local people at the start would be helpful I think.	A brief summary will be provided on the council's webpage should the document become adopted.	No change.
226	Individual	I like that you consider walking and cycling. I think it's particularly important to consider better routes across Hackney Marshes and from Lea Bridge area down to Stratford, which is currently a bit grim. Also, there is currently no bus service between Stratford and Lea Bridge station, only a <u>train route that is infrequent</u> .	Noted.	No change.
227	Individual	Cycle and walking routes are so important. Also, parks like Stratford Olympic park are ok but old-fashioned parks like Victoria park enable a better sense of space. So thinking wide and squarer, rather than long and winding, helps to maximise a <u>feeling of space</u> .	Noted.	No change.
228	Individual	The blocks are still too high close to the marshes, even though the text says they will be buffered, mid-height to higher height. They should stay lower for longer.	A sensitive approach to building heights is sought. The SPD is underpinned by the recently adopted Local Plan 1 and Policy 54 seeks the visual, environmental, functional and cumulative impacts of <u>tall buildings to be considered</u> .	No change.
229	Individual	Please do anything you can to revitalise this sad area!	Noted.	No change.
230	Individual	It would be good to have a bus route that runs along this road from Stratford station to Lea Bridge station - the only bus route currently routes through a <u>VERY busy Leyton high road</u> .	LB Waltham Forest will continue to work with TfL to improve bus routes in the area.	No change.
231	Individual	It had a LOT of text, and felt rather long to slog through.	A brief summary will be provided on the council's <u>webpage should the document become adopted</u> .	No change.
232	Individual	I am concerned about the transport system being unable to manage the increased passenger numbers. Leyton Tube Station is already seriously overcrowded on a daily basis. The Central Line, the Mayor informs us, has ongoing issues which will continue for a few years. This has added to the problems already existing making journeys to work in the morning (7:00) unbearable at times.	Sustainable transport is one of the key visions for the SPD. This includes enhancements to Leyton Underground Station. Site-wide masterplans and development proposals should be supported by early stage strategic transport assessments.	No change.
233	Individual	Fairly much what I would expect from gentrification	Noted.	No change.
234	Individual	Good to highlight the green spaces of Hackney Marshes, but then these seem to be smothered with new housing. The rapid increase in electric vehicles should cut down noise and pollution <u>without banning them from certain areas</u> .	Noted.	No change.
235	Individual	Good, although the picture on page 45 of the heron standing along side the humans is <u>optimistic!</u>	Noted.	No change.
236	Individual	Unfortunately Leyton High Road is not as wide as Tottenham High Road, so narrowing it to put in other infrastructure is not feasible. I am a cyclist, and I find the worst place to cycle is in the segregated lane on Lea Bridge Road, as pedestrians and vehicle drivers just ignore the boundaries, and other cyclists ride in the wrong lane.	Sustainable transport is one of the key visions for the SPD. Further detail of cycle routes will come forward as part of a planning application.	No change.
237	Individual	High rise flats are not a quality place to live. Nothing over 4 or 5 storeys should be built - as can be seen in the eyesore at Walthamstow Central	A sensitive approach to building heights is sought. The SPD is underpinned by the recently adopted Local Plan 1 and Policy 54 seeks the visual, environmental, functional and cumulative impacts of <u>tall buildings to be considered</u> .	No change.
238	Individual	Very hopeful! If it is anything like Blackhorse Road only some people will be able to afford to go to the 'cultural' venues	Noted.	No change.

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239	Individual	The area is very tired at present and does need some improvement, but the proposed flats are just overbearing - everything seems to be aimed at bringing under-40s into the area rather than good housing for people / families who already have roots in the area. Any large pedestrianised areas must have sufficient drainage, which has not been evident in previous areas (e.g. Orford Road).	Noted.	No change.
240	Individual	Ruckholt Road rail station not needed as Leyton tube station just around the corner	The suitability of the Ruckholt Road Station will be developed in discussion with Network Rail.	No change.
241	Individual	Supportive of the approach to Eton Manor.	Noted.	No change.
242	Individual	Lots of waffle and buzz words. A simplified version would be easier to read, and therefore be more likely to be read!	A brief summary will be provided on the council's webpage should the document become adopted.	No change.
243	Individual	The devil is in the detail. What developers SHOULD do and what they actually do might not be the same. Leyton is already an overstretched area in terms of population density. Also, noise and pollution levels are of concern. I definitely do not want to see this increase so someone (who does not live in the area) can make a profit. Furthermore, the streets around Leyton Station are already unacceptably littered and very little is done to prevent this. The very large numbers of people will increase the level of littering and this needs extra consideration. At times, I feel I'm living in a rubbish tip now.	The SPD is supported by the Waltham Forest Local Plan. Policy 57 requires new development to respect the amenity of existing occupiers and Policy 50 requires noise, vibration and light pollution to be considered with proposals.	No change.
244	Individual	When will Ruckholt Road Station be built? I hope the work is starting now. Leyton was promised a 14 million upgrade but nothing has happened. It cannot accommodate any more people. It's bursting at the seams now during rush hours when it is needed most for those travelling to work by public transport	The Council is currently liaising with Network Rail to progress technical work on the feasibility and planning for the new Ruckholt Road Station. The Council has also been working closely with TfL to deliver improvement works to provide additional station capacity and step-free access to the platforms.	No change.
245	Individual	I'm concerned about any increased levels of noise from any commercial/industrial use. Also, waste drainage being adequate to support the increased housing.	The SPD is underpinned by the Waltham Forest Local Plan. Policy 57 requires new development to respect the amenity of existing occupiers and Policy 50 requires noise, vibration and light pollution to be considered with proposals.	No change.
246	Individual	Currently Leyton Mills is a tired, old-looking, sad place in desperate need of renovating. I think nature and ecology should be at the heart of a new development, and it should also include a space for artists and creative businesses that would make the area more attractive	Ecology and wildlife is fundamental to the SPD and comments are noted.	No change
247	Individual	I think the issues raised about the height of the buildings are well founded, as I think it would be detrimental to the area	A sensitive approach to building heights is sought. The SPD is underpinned by the recently adopted Local Plan 1 and Policy 54 seeks the visual, environmental, functional and cumulative impacts of tall buildings to be considered.	No change
248	Individual	I think ecology and nature should be the focus and key for the development of the area, together with art and creative practices	Protected and enhanced biodiversity, new open spaces and climate resilience are a key vision of the SPD.	No change.
249	Individual	Please avoid making it a ghetto with high rise buildings	A sensitive approach to building heights is sought. The SPD is underpinned by the recently adopted Local Plan 1 and Policy 54 seeks the visual, environmental, functional and cumulative impacts of tall buildings to be considered.	No change.
250	Individual	Please aim to make it an attractive place to come to, not only for the local people but further afield. Art and creativity are key I believe, together with nature. A market could be good too, as it is mentioned. Art studios, independent shops, trendy cafes could make the area more attractive to young and creative people	Noted.	No change.
251	Individual	Supportive of the structure, layout and navigation of the document	Noted with thanks.	No change.
252	Individual	Parking space (public, retail) is given least consideration, this is concerning. It will have direct negative impact on local residents.	Sustainable transport is a key ambition of the SPD. Some parking including for those with disabilities will be sought as part of planning applications.	No change.
253	Individual	Proposed plans include further concrete building blocks (tall and medium heights) added to existing building in Leyton. What exactly are going to be done to ensure the air quality and noise control for residents?	The detail would be considered as part of a planning application which will be supported by the Waltham Forest Local Plan. Policy 57 requires new development to respect the amenity of existing occupiers.	No change.
254	Individual	Sufficient lighting and routine local policing should come as part of plan to make the place 'safe' and well-connected.	Paragraph 5.1.3 seeks design of public realm to be and feel safe and secure including for women and girls.	No change.
255	Individual	This should be beneficial to the current residents of the Borough maintaining the greenery and essence of the area. Alongside affordable housing for locals.	The SPD seeks affordable housing and affordable workspaces and jobs for local people. Enhancing urban greening and biodiversity are key ambitions of the SPD.	No change.
256	Individual	This should be affordable and beneficial for current working class locals	The SPD seeks affordable housing and energy solutions for affordable homes that avoid fuel poverty. Requirements for affordable workspaces and jobs for local people are also set out in the SPD.	No change.
257	Individual	In line with the vision for a vibrant and sustainable Leyton Mills neighbourhood, I would recommend incorporating the goal of ensuring that residents and visitors can enjoy a pleasant walk from the marshes to Leyton Mills, free from the intrusion of traffic smog.	Noted.	No change.

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258	Individual	I acknowledge the significant challenge posed by the motorway that physically divides the residential area from the valuable green spaces of Hackney Marshes and Queen Elizabeth Olympic Park. To bridge this divide, I advocate for the development of enhanced pedestrian and cycling infrastructure that safely and seamlessly connects these areas.	Noted.	No change.
259	Individual	More trees!!!	The SPD seeks development that improves landscaping and more tree planting.	No change.
260	Individual	The document is generally positive.	Noted with thanks	No change.
261	Individual	3D rendering would be appreciated	Noted. Further detail will be provided alongside site-wide masterplans and planning applications.	No change.
262	Individual	Broadly positive. Some concerns regarding the planned tall buildings.	A sensitive approach to building heights is sought. The SPD is underpinned by the recently adopted Local Plan 1 and Policy 54 seeks the visual, environmental, functional and cumulative impacts of tall buildings to be considered.	No change
263	Individual	I am somewhat concerned at the number of proposed tall buildings and how that is likely to impact the overall landscape. This may not be the right section, but the intent for affordable housing to be truly affordable is vital, as is the need for suitable social housing provision.	A sensitive approach to building heights is sought. The SPD is underpinned by the recently adopted Local Plan 1 and Policy 54 seeks the visual, environmental, functional and cumulative impacts of tall buildings to be considered.	No change
264	Individual	Protection of existing wildlife habitat should be prioritised.	The SPD is committed to the protection of existing wildlife. A Preliminary Ecological Appraisal of Hackney Marshes and the Waterworks Meadow was undertaken by the London Wildlife Trust in 2023 to inform this SPD.	No change
265	Individual	Yes, it should be left as it is... a place to shop. We do not need more people moving to the area. Where will they go to school? Where will the dentist and dr come from???	A new education / community facility to meet the needs of the existing and new communities in the area. This could be a primary school to support the delivery of a 15 Minute Neighbourhood, subject to full and appropriate long term school place planning, located within the Leyton Mills Retail Park site where it is most accessible to both existing and new residents.	No change
266	Individual		Noted.	No change
267	Individual	People need shops, we don't need more overpriced poorly built high rise flats	The SPD seeks a mix of uses to achieve a vibrant neighbourhood that is and feels safe at different parts of the day and night.	No change
268	Individual	It's already a safe and well connected place	Noted.	No change
269	Individual	What about the people who already live here? Who shop at Leyton mills, does our quality of life not matter	The SPD seeks affordable housing and energy solutions for affordable homes that avoid fuel poverty for local people. Requirements for affordable workspaces and jobs for local people are also set out in the SPD.	No change
270	Individual	Leave the Leyton Mills site alone.	Noted.	No change
271	Individual	I support the redevelopment of the area and it is greatly needed	Noted.	No change
272	Individual	The current area is poorly connected and I support the new connections, in particular for cyclists and pedestrians as I currently avoid the space	Noted.	No change
273	Individual	I am supportive of good design and increased height to achieve this. I believe some pragmatism on height is important to ensure this much needed change can be delivered quickly, but this should be coupled with exemplary design	Noted.	No change
274	Individual	I am concerned that this could be isolated from the rest of Leyton. I support the uses but it would need a strong effort to ensure good place making	Noted.	No change
275	Individual	I am supportive of this and think that steps should be made to ensure the local amenities and low priced shops remain, but with better design and less parking	Noted.	No change
276	Individual	The document itself is well designed for someone who understands planning and has time to read it. I am a resident who works in planning and still found it too much to quickly digest. It's not accessible to residents. I would suggest you do more sessions with residents to present it. This survey was extremely poorly structured. While I appreciate you're not trying to be leading, it also has little structure and is very dry	A brief summary will be provided on the council's webpage should the document become adopted.	No change.
277	Individual	The vision looks great and as a local resident I welcome it	Noted with thanks.	No change
278	Individual	I think bus routes will also need to be increased. The W15 is currently under demand and inconsistent performance. It would be great to see this addressed as well	The borough actively engages with TfL on existing routes and highlighted proposed areas for development and increased demand. This would be brought up in discussions.	No change
279	Individual	When going for all this "car free" stuff please remember that there are people like me who can only get anywhere by car. I have very poor mobility and can only walk very short distances, even on crutches. I use Leyton Mills because I can park right outside the shop to get what I need. I cannot walk as far as the nearest bus stop. All this "car free" is gradually pushing me out of London unless I want to just sit in the house until I die.	Car free developments will allow for provision for disabled spaces.	No change
280	Individual	Nice to have green spaces, but for EVERYONE, not just those who can walk or cycle.	Noted.	No change

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281	Individual	It seems to be flats, flats and more flats at the moment. In Oliver Road they took away a lovely park to build flats and also an area with raised beds where disabled people were able to grow things. That is not progress to me. You can't just flood the area with more people.	The SPD is committed to balance new homes for residents and provision of green spaces.	No change
282	Individual	It needs to be fully accessible for everyone, including disabled people. Remember that people will be buying heavy bags of shopping, large items in B&Q, etc so it will still need a lot of parking spaces.	Accessibility for disabled people is a key recommendation including improving public transport links	No change
283	Individual	I think it's great, and well needed	Noted with thanks.	No change
284	Individual	Can the Leyton Mills Retail Park site start first? The sooner this is done the better	Proposals will be brought forward by developers rather than the council so early phasing of the Leyton Mills site cannot be controlled.	No change
285	Individual	The sooner this work can start at Leyton Mills the better. Keen to see what improvements will be made to the bridge and road at Leyton station, to improve traffic and crowding as this is very bad. Keen to see more cafes and restaurants near Leyton station as opposed to lots of shops. Also, be good to encourage less takeaways in the area, there are lots of Leyton high road, so be good to reduce this and have quality restaurants.	Noted with thanks.	No change
286	Individual	The document was easy to use.	Noted with thanks.	No change
287	Individual	Its all v misleading. The hint of a new train station then saying it'll be definite. Acknowledging people loathe high flats then saying it's inevitable.	Noted.	No change
288	Individual	All this fuff and bluff. You spend 90% of each lengthy document telling us what is already there then 5% of it telling us about the previous service that you've done in which most people do not like your vision then 2% telling us what you've decided you're already going to do what is the point in all of this?	Noted.	No change
289	Individual	Why are you making these questions like an exam like we meant have revised pages 22 to 39. This is a very sneakily thought out survey isn't it you know exactly what you're doing here	Noted and we will consider a shorter survey with future SPDs.	No change
290	Individual	We don't want high-rise flats, you know it, but you don't care because it's all about money, money money	A sensitive approach to building heights is sought. The SPD is underpinned by the recently adopted Local Plan 1 and Policy 54 seeks the visual, environmental, functional and cumulative impacts of tall buildings to be considered.	No change
291	Individual	You can try and say that you want independent businesses, but look at all the empty retail spaces on the new developments at Lee Bridge	Noted.	No change
292	Individual	What is the point you have already made your mind up. You know we don't want high-rise flats, but you don't care because you will make money from this. You will take away the parking spaces meaning that most people will no longer come to Leighton Mills. It will only be attended by the people who can afford the ridiculous expensive flats you say 50% will be "affordable" but who defines "affordable" is that someone earning 60 K a year. I am a key worker who works on the Blue Light Frontline, and there is no way I could afford the flats you will build.	The SPD seeks affordable housing and energy solutions for affordable homes that avoid fuel poverty. Requirements for affordable workspaces and jobs for local people are also set out in the SPD.	No change
293	Individual	The documents are hundreds of pages long meaning you know full well the majority of people will not read through these entire documents as everybody is too busy, trying to keep a roof over their heads you sneak in the bit. You know we will height and minimize them in the hope that people will miss them, then the survey asks you to only comment about certain pages. This is the most deliberately obtrusive survey I have ever taken part in and it is deliberate.	The survey seeks a response to all sections of the document with page numbers provided for assistance. A brief summary will be provided on the council's webpage should the document become adopted.	No change
294	Individual	Yes no more high risers. The area is being taken over by high risers building losing natural light, community and only people who can afford to live in them	A sensitive approach to building heights is sought. The SPD is underpinned by the recently adopted Local Plan 1 and Policy 54 seeks the visual, environmental, functional and cumulative impacts of tall buildings to be considered.	No change
295	Individual	Not keen at all. I love the open plan green of this side of Leyton. I hate the look of high risers not enough housing for social. I cannot afford to move out no help there.	A sensitive approach to building heights is sought. The SPD is underpinned by the recently adopted Local Plan 1 and Policy 54 seeks the visual, environmental, functional and cumulative impacts of tall buildings to be considered.	No change
296	Individual	Yes more social housing less high risers making the area dark. When I see the Walthamstow one it is a eye sore only rich people can live there. Will it make my council tax go down as no one sweeps my street. As for opportunities the pay that is offered cannot give anyone an opportunity to buy the new flat and the rates to rent a space. It will be left empty forever like most of these new builds. Just s great opportunity to get rich as others suffer	The SPD seeks affordable housing and energy solutions for affordable homes that avoid fuel poverty. Requirements for affordable workspaces and jobs for local people are also set out in the SPD.	No change
297	Individual	Bus routes as we now have more cycle lanes buses move slower unfortunately I cannot ride a bike due to my mobility. I have a car but sit in traffic on the Lea bridge road. You have made it worst not better. So as for links from Lea bridge road to Asda they are no direct bus routes. So adding more buses just adds more traffic epically with road closures I don't feel this will create community links	The guidance in the SPD follows Waltham Forest Local Plan (Part 1) Policy 60 Promoting Sustainable Transport. Part I requires delivery of 'car-free development to reduce car dominance in terms of congestion and excessive parking on the street.' Provision will be made for disabled parking spaces.	No change

No.	Organisation/individual	Summary of consultation comment/issue	Response to comment	Changes proposed to the SPD
298	Individual	Where I live I live on the green belt of Lea bridge Road we already have high risers that stick out like a sore thumb. Don't want no more	A sensitive approach to building heights is sought. The SPD is underpinned by the recently adopted Local Plan 1 and Policy 54 seeks the visual, environmental, functional and cumulative impacts of <u>tall buildings to be considered</u> .	No change
299	Individual	The economy is rubbish it will not generate any more money as shops are closing down due to cost of rates for premises. So I don't see why we need another coffee shop. Or sweetshop as Asda is there	The SPD seeks enhancement of Leyton District Centre with improved retail and town centre premises to complement existing uses at High Road Leyton. The mixed use development would be a new neighbourhood made up of a diverse mix of uses including homes, workspaces, industrial, cultural, <u>community and retail</u> .	No change
300	Individual	Leave Temple Mills bus depot alone unless you are putting more buses on	The SPD seek delivery of a new station at Ruckholt Road on the Temple Mills Branch of the Lea Valley Lines between Stratford Station and Lea Bridge station. The station is to provide two entrances on either side of the railway; one entrance on the south-west of the railway line on the Temple Mills site. The SPD seeks any development of the site must retain or reprovide the 10,000sqm depot and any additional uses must be designed with agent of change principles to ensure that colocation with a <u>bus depot is acceptable</u> .	No change
301	Individual	They is always promises like the lido but as per usual council cannot afford it anymore. Build social housing as that is what is needed	The SPD is committed to affordable housing, for sale or rent, which is accessible to those whose needs are not met by the market (including housing that provides a subsidised route to home ownership <u>and/or is for essential local workers</u>).	No change
302	Individual	Because you live in your luxury house and nice cars you won't drain Waltham forest more not inviting to anyone. Have a suitable trampoline park for teenagers to go to. Youth clubs adventure playgrounds. There is nothing like this in the Borough	Suitable play space for teenagers and outdoor facilities are part of the documents vision.	No change
303	Individual	Good, an improvement over a very under utilised space. It's good to build high density due to proximity to the existing tube station and proposed station. Do not listen to the NIMBYs who will complain about overshadowing the marshes or whatever - there's a housing crisis.	Noted.	No change
304	Individual	Big opportunity to link up the Olympic park, Chobham manor and Leyton, as these are all very close as the crow flies but very disconnected at the moment due to large roads, railways, and lack of connections for pedestrians and cyclists.	Noted with thanks.	No change
305	Individual	This location should be considered for significantly higher density mixed-use development, considering the proximity to the tube station. An opportunity exists to create high density housing, and maintain the same amount of commercial/retail space, by moving the retail units to the periphery (to buffer sound from the railway) and using the space currently occupied by retail as high density housing. Most of the land right now is car parks or poor quality lawns. Given the proximity to public transport car parking should be reduced, and if the retailers really demand this then they should foot the bill for underground or multi-story car parking so that less area is wasted on a surface car park. That said, it's half empty most of the time these days anyway. There definitely should be a high quality (and well lit) connection to the Olympic park neighbourhoods (point 18), currently it takes 20-30 minutes to walk from east village to Asda for example, a journey which really should only take 10. Leyton station is also very close to these neighbourhoods, and the lack of direct connections for humans (not cars) makes this journey take twice as long as it should.	The SPD seeks uses that complement and support the activities along High Road Leyton. The location of non-residential uses is considered key t that.	No changes
306	Individual	Improve lighting and maintenance of the footpath. It's currently super overgrown so pedestrians have to walk in the cycle lane. It's also a weird, dark back road that isn't safe to walk solo at night, or <u>for women</u> .	Paragraph 5.1.3 seeks design of public realm to be and feel safe and secure including for women and girls.	No changes
307	Individual	Big yes to the bridge to connect these areas together. Land is currently under utilised, lots of open lawns and awkward spaces hemmed in by car parks, or substations, etc. Try to consolidate the land use so that the electrical substation, car parks etc are together next to the sports facilities, then allow the open land to be actually used as a park or proper green space. The land directly facing Temple Mills Lane could potentially be developed: this would help make this route feel safer due to the "eyes on the street" effect. I can imagine opposition as it's currently a green space, but it's a very poor, overgrown and weedy space, and if other issues are dealt with around here there could be no or very little overall <u>loss if this is closed</u> helistically.	Noted.	No change.

No.	Organisation/individual	Summary of consultation comment/issue	Response to comment	Changes proposed to the SPD
308	Individual	Making the Asda inaccessible to cars defeats the purpose to having it, it's going to be pedestrian and cycle only, it might as well be a small local corner shop instead. Pavements are currently very dangerous due to the traffic of cycle lanes, pavements have been narrowed for pedestrian use and have been made inaccessible to disabled people because of traffic in cycle lanes of which the cyclists do not use and when they do, do not follow the highway code. Can't create a 15 min neighbourhood if it takes an hour to get anywhere due to poor road planning and routing.	Sustainable transport is one of the key visions for the SPD. Development proposals should be car free, and provision should be made for sustainable servicing methods for first- and last-minute logistics, cargo bikes and cycle freight. Site-wide masterplans and development proposals should be supported by early stage strategic transport assessments. The re-provided ASDA store should be served by on-site parking for customers. The number of re-provided parking spaces should be lower than the existing, and should be the minimum required to serve the needs of the development	No change.
309	Individual	Less emphasis on cyclists, most of the proposal seems to be set up to benefit no one but them. The proposal also seems to be heavily leaning towards allowed the council to build more expensive private flats of which no local residents can afford, no doubt they will still be marketed as "affordable" on leasehold and benefit no one locally.	Sustainable transport is one of the key visions for the SPD. The SPD seeks affordable housing and energy solutions for affordable homes that avoid fuel poverty. Requirements for affordable workspaces and jobs for local people are also set out in the SPD.	No change
310	Individual	I'm not convinced that the council will make a good job of making the area cycling accessible as Lea Bridge road has showed with it being bad for disabled and able bodied pedestrians alike. Seeing as the Orient Way side of Leyton Mills is also designated cycleway and safer. The current park spaces need to be protects, however you guys don't look after them as is. Leyton Station definitely needs rebuilding as it's no longer fit for the traffic it sees daily while also being in accessible to disabled people. Walthamstow and Leyton are hard enough to leave as is, Lea Bridge Road is a major out road that's already been effectively ruined and reduced to a crawl, I do not wish to see Ruckholt Road modified in a way where this becomes a 2 hour journey just to leave Waltham Forest for any given trip. This is one of the last remaining roads in WF that actually functions well. Buses and Cars have effectively been crippled by local cycle lanes and other planning. Slapping one more coffee shop down next to Asda while forcing Asda to downsize and lay off employees is not "enhanced job opportunities", not that you could get to your job there anyway as there's no road for a bus to take you to your job.	Sustainable transport is one of the key visions for the SPD. Development proposals should be car free, and provision should be made for sustainable servicing methods for first- and last-minute logistics, cargo bikes and cycle freight. Site-wide masterplans and development proposals should be supported by early stage strategic transport assessments.	No change
311	Individual	No point having grand plans for parks if you do not maintain the ones you already have.	Noted with thanks. Maintenance of green spaces is a consideration including provision of further green spaces	No changes
312	Individual	Foot paths going to reduced to bare minimum, endangering pedestrians and disabled people for the sake of cyclists. Why is so much space dedicated to cyclists over pedestrians, Cyclists are generally dangerous to pedestrians. Leyton Station does very much need improvement.	Generous footpaths and foot-ways free of clutter are sought in the SPD with a preferred minimum width of footpaths and footways of 2m.	No change
313	Individual	None of these homes will actually be "affordable" and will only meet this by some redundant government criteria, the reality is no current local residents will ever see these flats nor be able to buy one of these inevitable leasehold flats. They will be of benefit to anyone but the council and the private planning companies.	The SPD seeks affordable housing and energy solutions for affordable homes that avoid fuel poverty. Requirements for affordable workspaces and jobs for local people are also set out in the SPD.	No change
314	Individual	Replacing most retail with offices is not really helping the local community, the only people who gain from this again is the council for the land and tax of having these locally.	The SPD will be enhancing Leyton District Centre with improved retail and town centre premises to complement existing uses at High Road Leyton. The mixed use development would be a new neighbourhood made up of a diverse mix of uses including homes, workspaces, industrial, cultural, community and retail	No change
315	Individual	Looks like it's being reduced local service wise to a point where it's of no real use to anyone.	The SPD seeks the creation of 15 minute neighbourhoods, that allow residents to access most services they need within a short walk, wheel or cycle ride from home.	No change
316	Individual	Lots of political speak and get out clauses which basically say lots but absolutely nothing at all. Wasn't easy to follow at all. Should probably get permission for images before and not put "awaiting image permission". Maps are not very clear at all.	A brief summary will be provided on the council's webpage should the document become adopted. All image permissions will be obtained for a final draft.	No change
317	Individual	Welcome consideration of how best to use Leyton Mills which while serving the local community seems to represent a different age of urban planning and literally has its back turned to Leyton.	Noted with thanks.	No change

No.	Organisation/individual	Summary of consultation comment/issue	Response to comment	Changes proposed to the SPD
318	Individual	<p>*Retail at Leyton mills is currently focussed on Asda, which is to be retained. But is also home to important comparator shopping and DIY- currys and B&Q. Due to good public transport links these shops are frequented by those who don't have cars and don't have access to stores further out. How will the SPD address the need for this type of retail to be retained?</p> <p>*The loss of industrial and employment sites is noted which is good. However, could the SPD consider the intensification and expansion of employment space? These types of sites serve all of London, and relatively reduce the travel (both for workers and goods)- as they would only occur further out. Especially with the additional traffic caused by the move of Spitalfields to Dagenham which will lead to countless vans bringing fruit and veg into the city, could there not be a consideration of what activities servicing London could benefit from being brought closer in? The employment use should also consider how it can create employment for all of the local community, which the SPD notes includes lots of people with no qualifications.</p> <p>*Welcome the cultural location at the Spitalfields market site, in later SPDs could thought be given to how this can be used flexibly, over night and protected from vexatious complaints from new residents?</p>	<p>Paragraph 9.9.1 of the SPD seeks the retention or reprovision of existing retail uses where possible. The SPD seeks intensification of employment uses and Table 1 shows indicative quantum of different forms of employment floorspace. Further detail on the nature and quantum of intensification will be considered as part of site-wide masterplans and planning applications.</p> <p>The detail of cultural spaces would be considered as part of a planning application which will be supported by the Waltham Forest Local Plan. Policy 57 requires new development to respect the amenity of existing occupiers, and Policy 35 requires cultural spaces to mitigate impacts from noise and other nuisance-generating activities.</p>	No change
319	Individual	<p>Could there be more consideration and mention of leisure facilities? The use of a podium will create large basement spaces, rather than be used for parking could a large gym or pool be mentioned? Leyton has a few gyms which are often exceptionally busy.</p> <p>*Could there be more consideration of the greater use of podiums elsewhere to create large and flexible employment sites which could be used for distribution, industry or employment?</p>	Leisure facilities are sought on Leyton Mills Retail Park and Eton Manor. Further detail will be considered as part of site-wide masterplans and planning applications.	
320	Individual	Is the flood map correct? The Fillebrook does flood and passes through Leyton. There is discussion about the Dagenham Brook, but not this stream.	The map has been reviewed and confirmed to be the most up-to-date map. Further assessment of flooding will be considered as part of site-wide masterplans alongside planning applications. The Environment Agency will be a statutory consultee.	No change
321	Individual	Vision looks sensible	Noted with thanks.	No change
322	Individual	Access from Leyton station is poor. Constrained exit onto narrow bridge road. Topography is also challenging for accessibility and cars dominate the area currently. A good flow from Leyton station into the retail park would be very good. Then regarding the retail park, it is a blight on the area. Car dominated, stressful, ugly and cheap. I am so glad there are plans to regenerate it. Remove all that parking. Plant trees along the a road to block of noise and fumes	Noted with thanks.	No change
323	Individual	Good to focus on waterways. But section lacking detail.	Flood risk assessments underpin the SPD. The first in support of the Local Plan (Part 1) and a further assessment has been carried out in support of Local Plan (Part 2) Site Allocations. Detailed pluvial hydraulic modelling has been carried out for the Leyton Mills SPD area. These will be made available to applicants. Further assessment of flooding will be considered as part of site-wide masterplans alongside planning applications. The Environment Agency will be a statutory consultee.	No change.
324	Individual	Encourage cycling and walking definitely. Also look at issues of topography, road severances and squeezed environments which make the area horrible to navigate currently.	Noted with thanks	No change.
325	Individual	Encourage tree planting. New flats on A106/Orient Way overlook clogged roads. Design ideas to make living in flats more pleasant should be encouraged as opposed to dumping dormitory flats on any available land	Noted.	No change
326	Individual	Reconciling removal of big box stores with employment for local people. Not just workspace for already skilled and privileged incomers.	Noted. Requirements for affordable workspaces and jobs for local people are set out in the SPD.	No change.
327	Individual	Terrible place currently. Reconfigure to remove parking. Make it walkable, legible and plant way more trees. But protect current jobs.	Sustainable transport is one of the key visions for the SPD. Requirements for affordable workspaces and jobs for local people are also set out in the SPD.	No change.
328	Individual	The document currently a lot of text. Needs more visuals, more best practice. Currently seems to point to national legislation. Can you be more site specific about how these things need to be reconciled in Leyton Mills area?	A brief summary will be provided on the council's webpage should the document become adopted.	No change
329	Individual	Yes, the building heights are too high. They will cause significant damage to the skyline visually from every direction. In particular the Lee Valley Park which should be protected and kept visually open, not boxed in by a line of overshadowing towers. The density of population in these proposals is too high. The proposals involve building over all of the land owned, there should be large amenity spaces within the proposed development	A sensitive approach to building heights is sought. The SPD is underpinned by the recently adopted Local Plan 1 and Policy 54 seeks the visual, environmental, functional and cumulative impacts of tall buildings to be considered. The SPD seeks new and enhanced greenspaces.	No change.

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330	Individual	As already said. A new neighbourhood is fine but the height and density is far too high.	A sensitive approach to building heights is sought. The SPD is underpinned by the recently adopted Local Plan 1 and Policy 54 seeks the visual, environmental, functional and cumulative impacts of tall buildings to be considered.	No change
331	Individual	This is mostly detail added in an attempt to make the huge number of homes proposed more acceptable to the public	Noted.	No change.
332	Individual	It is far too long and should summarise in a simple fashion what is proposed, in something that should take no more than five minutes to read. This consultation also lacks any short summary of what is being proposed	A brief summary will be provided on the council's webpage should the document become adopted.	No change
333	Individual	The area needs improving but not with low quality and unaffordable housing.	The SPD is committed to high quality design and affordable homes.	No change
334	Individual	I'm happy to see the huge car park that is most of temple Mills shopping area go. Though it would be good to retain retail spaces not just a huge Asda. I live not far away and I already can't see a doctor so there needs to be some serious new infrastructure built. The central line is already struggling and here are so many huge developments happening in Leyton. New green spaces need to be introduced to the area too	A key purpose of the SPD is to seek new infrastructure to support new development and sets a commitment to new and improved green spaces.	No change
335	Individual	There is already one bridge that goes over to the marshes, another one would be good but the first one is very popular and really needs improving as part of improving green links to the marshes. Orient way is a very unattractive road for and doesn't feel safe. There needs to be a walk way along the Brook up to Leyton Mills	Noted.	No change
336	Individual	Too many tower blocks. There needs to be loads of new infrastructure, doctors, dentists schools to cope	A key purpose of the SPD is to seek new infrastructure to support new development.	No change
337	Individual	Leyton really lacks any cultural centres, there is not one cinema, theatre, nightclub, arts centre, museum. Some of these would help the local economy	Noted.	No change.
338	Individual	Keep the tennis courts	Noted.	No change
339	Individual	Can't see mention of health provision?	Noted. Reference to a proposed health centre will be added.	Section 12.4 will be amended to include the requirement for an integrated health facility.
340	Individual	Really long and inaccessible, seems its meant to deter people from completing the survey	Noted with thanks.	No change
341	Individual	Place-making' is a meaningless term. I do not believe the plans in any way support the claims: 'Protected, enhanced biodiversity and new green open spaces for well-being and amenity.' 'Green and blue spaces that reduce flood risk and respond to the Climate Emergency.' The location of the developments is inappropriate to the sensitive adjacent area which is a SMINC. The plans are far inferior to a genuinely ecological plan which would return some of the New Spitalfields site to marshland, really improving flood resilience. The term 'affordable' is not quantified, how is this calculated? The nature and detail of Waltham Forest's Local Plan does not in any way reflect the stated ambitions on p. 10. The greatly increased footfall and associated impacts on the green and blue spaces will be significant and negative. Maximising the number of jobs would mean retaining the Bus Depot as an industrial site. The number of residential units being proposed is disproportionate in nature and number to the requirements of the area. The carbon impact of multiple high-rises will not be 'net zero' as claimed. Thirty storey high-rises are not sympathetic to the openness of the adjacent Metropolitan Open Land and will adversely affect the views and character of the area irreversibly. The social value will also be negative, as there is not the infrastructure to support this increase in population, particularly in a deprived part of the borough.	An ecological survey was carried out to investigate potential impacts on the Marshes and the recommendations have been taken forward in the writing of the SPD. Proposals seek the retention or re-provision of the bus depot. A sensitive approach to building heights is sought. The SPD is underpinned by the recently adopted Local Plan 1 and Policy 54 seeks the visual, environmental, functional and cumulative impacts of tall buildings to be considered. A key purpose of the SPD is to seek new infrastructure to support new development.	No changes
342	Individual	I agree with de-culverting the Dagenham Brook and potentially the Fillebrook River; I agree with safeguarding land for the delivery of a new rail station at Ruckholt Road (the developments should be contingent on this station being realised); it is not enough to 'set out the other community facilities the new community will need, including a new crèche / nursery', these should also be delivered as a condition for the developments and increased population. I disagree that the housing will be genuinely affordable. The amount of housing (5,400) proposed exceeds the government's own targets for house building required for the borough, and is excessive. It will have a very detrimental impact on the ecology and integrity of Hackney Marshes and the River Lea. The increased footfall means the claim that the plan will 'Protect the ecology of existing spaces such as Hackney Marshes and the Old River Lea'	An ecological survey was carried out to investigate potential impacts on the Marshes and the recommendations have been taken forward in the writing of the SPD. Section 4.1 sets out the requirement for Phase 2 ecological surveys prior to establishing site-wide masterplans and that proposals must be accompanied by an Ecological Impact Assessment.	No change

No.	Organisation/individual	Summary of consultation comment/issue	Response to comment	Changes proposed to the SPD
343	Individual	The document states: "The development sites currently feature extensive existing areas of hard surface. These have limited biodiversity value and increase unfiltered surface water run-off into watercourses, contributing to poor water quality. There is therefore the opportunity for future development to make significant gains in biodiversity, surface water mitigation and the water quality of runoff. Protecting, enhancing, and making opportunities for bringing the local ecology and biodiversity into the development sites through the creation of new multi-functional green open spaces is vital. Improved linkages and routes should be coordinated to enhance this green and blue infrastructure and provide opportunities to improve the east-west connections into the area from surrounding communities." This is partly true. These large residential developments will increase the sewage capacity and drainage requirements for the area, increasing pollution and risk to local people and businesses from flooding.	Noted.	No change
344	Individual	Returning the hard surfacing that exists to rewilded marshland would have overwhelmingly positive ecological benefits, way beyond those claimed from returning a tiny section to greenery whilst retaining the majority of the concrete in order to build high-rise developments. The scale and impact of these buildings is mostly hidden in these documents. We have already lost the slow worms and some other species referred to (on p.24) as existing in the area, due to human impact. This impact will only increase, with the risk that other wildlife species will be lost. A lot of work has been put into river restoration work on the River Lea which will be imperilled by an increase in population and pet populations close to the river habitat near East Marsh. The risks outlined have not been overcome by the remediations suggested for the development: Future development may however have indirect impacts on the ecology of Hackney Marshes through the following ways: • Shading over river corridor vegetation by tall buildings • Disturbance of breeding birds and wintering wildfowl by human presence • Light spill from buildings, routes and open spaces affecting bats • Polluted surface water run-off into the river corridor • Recreational use of the River Lea and its banks • Damage and disturbance from informal recreation of woodland belts and the west bank of the Old River Lea and informal gatherings in Wick Woodland	An ecological survey was carried out to investigate potential impacts on the Marshes and the recommendations have been taken forward in the writing of the SPD. Section 4.1 sets out the requirement for Phase 2 ecological surveys prior to establishing site-wide masterplans and that proposals must be accompanied by an Ecological Impact Assessment.	
345	Individual	Damage and disturbance from any increased informal recreation of rough grassland areas, particularly during the summer months. The pages outlining the views from the marshes are severely limited inadequate, not demonstrating what high-rises up to 30 storeys will look like from most locations on Hackney Marshes. The openness of the landscape will be patently worse than is shown. It is recognised that 'Significant parts of the Temple Mills Bus Depot Site are within Flood Zone 3. The majority of the New Spitalfields market site is Flood Zone 2, with some parts in Flood zone 3.' There should not be substantial developments in flood risk areas during a climate and ecological emergency that is only worsening. The development claims: 'Exemplar quality places and characterful buildings • High quality open spaces and green streets that function as social spaces • Sensitively designed tall buildings in the right locations' are all the opposite of the reality! High quality open spaces means the openness of the landscape is protected. The height of the buildings is the opposite of 'sensitive' to the landscape and character of the Lee Valley Park. New Spitalfields is the wrong location for such building.	A flood risk assessment took place in support of the Local Plan (Part 1) and further assessment has been carried out in support of Local Plan (Part 2) Site Allocations. A detailed pluvial hydraulic modelling has been carried out for the Leyton Mills SPD area. These will be made available to applicants. Further assessment of flooding will be considered as part of site-wide masterplans alongside planning applications. The Environment Agency will be a statutory consultee. The SPD is underpinned by the recently adopted Local Plan 1 and Policy 54 seeks the visual, environmental, functional and cumulative impacts of tall buildings to be considered.	
346	Individual	As stated, the claims about improving climate resilience are unfounded. The imposition of housing on flood risk zones next to the River Lea is unwise. Biodiversity will be negatively affected by 7-8,000 people and their pets becoming resident adjacent to the river and marshes. The development is not 'green-first' in any way. The plans should aim for more than 10% increase in BNG, which is the minimal required.	An ecological survey was carried out to investigate potential impacts on the Marshes and the recommendations have been taken forward in the writing of the SPD.	No change

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347	Individual	It is good that 'Artificial grass and artificial planting must not be provided within any development proposals.' This recommendation should indeed form a key conditions of any development: 'Integrated swift bricks and bat boxes must be provided in new buildings, with the number reflecting the size and scale of the development. Other bricks/boxes should also be provided for bats, birds, invertebrates. Boundary fences/walls should be made permeable at multiple points for ground-based wildlife, including hedgehogs, where appropriate.'	Noted.	No change
348	Individual	It is good that plans for bridges and other infrastructure close/ over the River Lea have been scrapped but human access being increased to sensitive ecological areas is not beneficial.	Noted.	No change
349	Individual	A lot of the infrastructure proposed is identified as an 'opportunity' rather than being promised to be delivered as part of the development. This is unacceptable. The height of the buildings are wholly inappropriate and are not reproduced in a visual format that is accessible and to scale. Tall buildings are not suitable for the area in any respect, especially as proposed. The significant negative impact on the marshes skyline is indicated in Figure 24. The Green Buffer areas are very slight in comparison to the buildings. A 'robust justification for their height and location' has not been provided anywhere in the documentation! 'Defining spaces and creating landmarks' are meaningless terms, whilst openness (which these buildings will remove) is a	A sensitive approach to building heights is sought. The SPD is underpinned by the recently adopted Local Plan 1 and Policy 54 seeks the visual, environmental, functional and cumulative impacts of tall buildings to be considered.	No Change
350	Individual	Placing very dense housing in a deprived area and limiting industrial use of sites through the predominance of housing does not support the claims made about improving the economy. The focus is clearly on generating council tax revenue!	Noted. The SPD focuses on sustainable development and providing enough homes. The redevelopment of the sites offers a fantastic opportunity to create an inclusive local economy, providing the right types of new employment	No change
351	Individual	I agree with the 30m green buffer to Old River Lea, with restricted access to the public. But this should be much larger and won't fully protect the fragile habitat and kingfishers in the area, which are highly sensitive to disturbance and are predated most commonly by cats. I agree with any plan to de-culvert (daylight) part of the Fillebrook River for SuDS and biodiversity, which should be a condition of any development. The built footprint of the development is very substantial, so the real carbon footprint and impact will be significant.	An ecological survey was carried out to investigate potential impacts on the Marshes and the recommendations have been taken forward in the writing of the SPD.	No change
352	Individual	It is an overdevelopment.	Noted.	No change
353	Individual	It should be retained as a site for light industrial use, to support the local economy.	Noted.	No change
354	Individual	This is vague. The future plan should focus upon improving the biodiversity and wilding the site, adding ponds, reducing mowing, adding wildflower habitat, creating mounds for invertebrates and amphibians, and not involve any new buildings. I agree with reducing the hard standing and car parking on site. I could agree with the construction of a New 'green' bridge connecting Leyton Mills River Lea to Eton Manor and south to Queen Elizabeth Olympic Park on the absolute condition this does not destroy any current habitat, and is not used as a justification for any new building on site. The public should have access to all of the site and any associated facilities. No private facilities should be constructed. I agree with making the site car free.	Noted.	No change
355	Individual	Consultations should be widely advertised, accessible and community feedback should	Noted.	No change
356	Individual	The diagrams and images are insufficient to imagine the plans.	The indicative visualisations in the SPD are intended to help show what the area could look like. Further detail will be provided as part of site-wide	No change.
357	Individual	These are huge building projects which will harm the marshes, the Site of Metropolitan Importance for Nature Conservation (SMINC) and the Old River Lea. At a time of Global Heating this will also reduce the capacity for the city to cope with these huge climate stresses, put great extra demand on water resources and increase pollution. Flood risk will also be high and we know that flood risks are continuing to increase.	An ecological survey was carried out to investigate potential impacts on the Marshes and the recommendations have been taken forward in the writing of the SPD. A flood risk assessment took place in support of the Local Plan (Part 1) and further assessment has been carried out in support of Local Plan (Part 2) Site Allocations. A detailed pluvial hydraulic modelling has been carried out for the Leyton Mills SPD area. These will be made available to applicants. Further assessment of flooding will be considered as part of site-wide masterplans alongside planning applications. The Environment Agency will be a statutory consultee.	No change

No.	Organisation/individual	Summary of consultation comment/issue	Response to comment	Changes proposed to the SPD
358	Individual	The vision continues to be one without consideration for the ecology of the area and the Site of Metropolitan Importance for Nature Conservation (SMINC) which this will imperil. Please reconsider the huge size of this building project	An ecological survey was carried out to investigate potential impacts on the Marshes and the recommendations have been taken forward in the writing of the SPD.	No change
359	Individual	The opportunities should be focusing on sustainable development not focusing on financial returns. Please reconsider this proposal and put the ecological impacts at the heart of your thinking so that the vital green space of the Marshes can be protected from harm	An ecological survey was carried out to investigate potential impacts on the Marshes and the recommendations have been taken forward in the writing of the SPD.	No change
360	Individual	These are given far too little prominence. The size of the development is wholly inappropriate in its great size.	A sensitive approach to building heights is sought. The SPD is underpinned by the recently adopted Local Plan 1 and Policy 54 seeks the visual, environmental, functional and cumulative impacts of tall buildings to be considered.	No change.
361	Individual	The safety and well-connectedness of the space can be safeguarded by looking to protect the ecology and wildlife of the Marshes as a priority.	Noted.	No change
362	Individual	The size of the development is wholly inappropriate and will reduce the quality of the living context for those already living there and for any new residents while increasing flood risk, and hugely straining resources such as water supply and waste treatment. Please reconsider.	A flood risk assessment took place in support of the Local Plan (Part 1) and further assessment has been carried out in support of Local Plan (Part 2) Site Allocations. A detailed pluvial hydraulic modelling has been carried out for the Leyton Mills SPD area. These will be made available to applicants. Further assessment of flooding will be considered as part of site-wide masterplans alongside planning applications. The Environment Agency will be a statutory consultee. The detail would be considered as part of a planning application which will be supported by the Waltham Forest Local Plan. Policy 57 requires new development to respect the amenity of existing occupiers.	No change
363	Individual	There are great economic opportunities in a sustainable eco-centric development which could be pursued rather than this financially focused development which will harm the environment for all.	Noted.	No change
364	Individual	The New Spitalfields Market site is far too large and intrusive and does not respect the environment.	An ecological survey was carried out to investigate potential impacts on the Marshes and the recommendations have been taken forward in the writing of the SPD.	No change
365	Individual	The delivery and implementation of this destructive proposal will harm the environment for all residents.	An ecological survey was carried out to investigate potential impacts on the Marshes and the recommendations have been taken forward in the writing of the SPD. A sustainable approach to travel is also sought.	No change
366	Individual	Absolute joke of a report. Massive over building. More flats and no social housing. Any of tiny ecological improvements will be massively outweighed by the massive carbon producing building programme and that none of these are ecohomes	The SPD is committed to sustainable development and new homes to be net carbon zero	No change
367	Individual	Ludicrous. Take the number of 'homes', 5400, and divide it by 10. That would be more appropriate.	The number of homes that will be delivered at Leyton Mills Strategic Location are set out in the spatial policies for the south of the borough in the recently adopted Local Plan	No change
368	Individual	Building 5400 flats is massively environmentally destructive. The energy and resources going into them and then the energy they will use. And the effect of 10,000 new residents in the edge of Hackney Marshes will inevitably be massively negative	Noted with thanks. The SPD is committed to sustainable and renewable energy to all homes and workspaces	No change
369	Individual	No buildings above 10 stories.	A sensitive approach to building heights is sought. The SPD is underpinned by the recently adopted Local Plan 1 and Policy 54 seeks the visual, environmental, functional and cumulative impacts of tall buildings to be considered.	No change
370	Individual	getting rid of B&Q??! stupid.	Paragraph 9.9.1 of the SPD seeks the retention or re-provision of existing retail uses where possible.	No change
371	Individual	I think it's idealistic, however in terms of the reality, I do not believe that enough thought has been given to safety in terms of policing.	The SPD seeks a mix of uses to achieve a vibrant neighbourhood that is and feels safe at different parts of the day and night.	No change
372	Individual	Section 3.6, Connectivity and Transport does not adequately take into account the already overburdened Leyton Tube station. 1. There is a consistent use of the word "possible" around the Ruckholt Road station opening 2. The majority of people prefer to use tube travel as it is faster to get anywhere central. There must be firm commitments to open an additional rail station before this can go ahead, otherwise the development will ensure that life is worse for both current residents and future residents.	The SPD seeks improvements to Leyton Underground Station including increasing capacity, and public realm improvements outside. The Council will continue work to seek a New Ruckholt Road Station.	No change.
373	Individual	At our end of Lea Bridge Road We need the stores that are there, i.e. B & Q for garden equipment etc. Curry for electricity equipment that cannot be carried on the buses, also the ASDA for shopping.	Paragraph 9.9.1 of the SPD seeks the retention or re-provision of existing retail uses where possible.	No change

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374	Individual	Helpful summary and vision. The green credentials of the proposals, and focus on biodiversity enhancements, should continue to form a core part of the narrative and messaging for all forthcoming work.	Noted	No change
375	Individual	I'm responding first of all as a resident in Leyton, and secondly as a comms professional working in the planning and development world. I realise this is the SPD and is therefore a technical document, but I think there's still some work to do to set out the 'vision' to local people. What are they - fundamentally - going to gain from this? The answer for me is that they're going to be connected to the beautiful fields and streams of the Hackney Marshes, and the incredible Olympic facilities in a way they never have before. You have to walk over that bridge with thin walkways and loads of traffic to get to the Marshes and the Velopark. I do it quite a lot - once a week probably - but its unpleasant, the traffic takes ages to move through and despite the Leyton sign (which is great and which we need to retain in some way), it's not a good link. That new connectivity needs to be at the core of discussions with residents. Yes there will be lots of new homes, shops, community facilities and opportunities - but most importantly the development will use really grim low-quality areas of car park and scrappy land to provide a beautiful connection to the Marshes and Olympic park. That needs to be the core message.	Noted.	No change
376	Individual	Biodiversity, connectivity to the Marshes and Olympic park, and genuinely useful new community facilities are absolutely vital and central to this proposal being a success.	Noted with thanks	No change.
377	Individual	This section doesn't adequately explain how the Hackney Marshes are going to cope with ~10,000 new people on them. What enhancements are going to be delivered; what areas are going to be set aside as protected green space; how can we protect the marshes from being overrun? This needs to be articulated	An ecological survey was carried out to investigate potential impacts on the Marshes and the recommendations have been taken forward in the writing of the SPD. Section 4.1 sets out the requirement for Phase 2 ecological surveys prior to establishing site-wide masterplans and that proposals must be accompanied by an Ecological Impact Assessment.	No change.
378	Individual	The connections from Leyton high street and underground to Eton Manor and the Velopark are currently woeful. As well as the new bridge we need significant improvements to cycling and walking to the roads surrounding this area - towards Leyton. Specifically the road past the bike shop into Leyton from Eton Manor is terrible and gets dangerous for merging cyclists	The SPDs aim includes improvement to cycle and pedestrian connections to High Road Leyton, Eton Manor and the Queen Elizabeth Olympic Park and Lee Valley Regional Park	Noted
379	Individual	I think it's great, well done to all involved.	Noted with thanks.	None
380	Individual	Good vision with supportive principles, clear on what is being considered and how it'll impact the area	Noted with thanks.	No change
381	Individual	Quite clear on what the overall goal is. Great that the ASDA is not being take away from the original site. With the influx of people coming to the area. Unfortunately, health should have been included as one of the principles to encompass the new vision. It's great that green space and child care is being considered as per socio aspects of care. However, with such an influx of new homes/people to the area, we will need more medical care/clinics to come in to the area, which seems to have been neglected	Noted. Reference to a proposed health centre will be added.	Section 12.4 will be amended to include the requirement for an integrated health facility.
382	Individual	Great that the pre-existing green spaces are protected. The busy roads are definitely a barrier that need to be addressed; this should include reduced speed limits to make the area safer. The idea of walking bridges is brilliant as currently there is nothing worse than having to walk alongside a highway to gain access to green space	Noted with thanks.	No change.
383	Individual	Agree with low traffic neighbourhoods and car-free areas. This should be extended all the way to Coronation Gardens and should have streets that are resident only to reduce anti-social behaviour and noise pollution which is currently affecting residents. I can imagine this may only get worse with the influx of new builds/housing which I agree with, however we must be able to incorporate this in to the current neighbourhood and extend low traffic areas into the pre-existing area.	The document acknowledges challenges in terms of severance, air quality, noise pollution and comfort for walking and cycling. Sustainable transport is one of the key visions for the SPD. Development proposals should be car free, and provision should be made for sustainable servicing methods for first- and last-minute logistics, cargo bikes and cycle freight. Site-wide masterplans and development proposals should be supported by early stage strategic transport assessments	No change.

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384	Individual	Agree with introducing more live/work spaces however there currently is a large amount of live/work spaces along Leyton High Road. Unfortunately, the High road has been clogged with unnecessary repetitive shops that do not promote a vivid and lively community of Leyton. It would be a shame to create these new neighbourhoods, only to be flogged with commercial companies and not incorporate the small businesses/shops that would bring a sense of community to the area. How will this be monitored? It's easy to say on paper that these shops will bring a sense of community, etc however implementing this is a different story	The SPD seeks enhancement of Leyton District Centre with improved retail and town centre premises to complement existing uses at High Road Leyton. The mixed use development would be a new neighbourhood made up of a diverse mix of uses including homes, workspaces, industrial, cultural, community and retail	No change
385	Individual	Only hoping that this redevelopment will attract the right type of companies/businesses to help Leyton grow and embrace community	Noted.	No change
386	Individual	The green barrier along the highway for noise pollution is a great idea.	Noted with thanks.	No change
387	Individual	Again, healthcare has been neglected. We need more GP services/clinics for this amount of new buildings to the area	Noted. Reference to a proposed health centre will be added.	Section 12.4 will be amended to include the requirement for an integrated health facility.
388	Individual	ASDA and B&Q should remain. Not everyone likes to buy groceries online (we stopped because the use by dates were often unsatisfactory). Furthermore, our roads aren't well suited to large vehicles, and a few times a year I see delivery vans knock wing mirrors off parked vehicles on my road. B&Q is important in this area too, given the amount of renovations. Their garden centre is also very useful. On car parking, measures to make it more difficult/impossible for car meets would be good. My only comment on the towers would be that they shouldn't obscure the view of the Olympic Village and the City from the High Road where it cross the A42	Paragraph 9.9.1 of the SPD seeks the retention or reprovision of existing retail uses where possible and specifically mentions the retention of ASDA. Sustainable modes of transport are encouraged. A sensitive approach to building heights is sought. The SPD is underpinned by the recently adopted Local Plan 1 and Policy 54 seeks the visual, environmental, functional and cumulative impacts of tall buildings to be considered.	No change
389	Individual	All positive, noting my answer to the previous question. On parking, if this is to be reduced, I'd introduce other measures to make this manageable (i.e. to manage demand), such as parking charges or road charging, which you have authority to introduce on B roads. I say this as a responsible driver who drives only when needed (e.g. with my children, when shopping, etc.).	Development proposals should be car free, and maximise the use of public transport and active travel to the site. Parking provision will be expected for visitors with disabilities.	No change
390	Individual	Measures to dealing with noise are positive, but I'd go further and introduce acoustic cameras in this and the wider area to deal with loud cars with after-market post-ignition rev control installed.	Noted.	No change.
391	Individual	The green bridge will be a huge positive.	Noted with thanks.	No change
392	Individual	Pleased to see local views called out in detail along with a specific focus on Hackney Marches - However this is not present in the actual plans detailed later in the document No consideration has been given to the allotments and the now abandoned development of the Bywaters site which will effectively be encircled. Bywaters is a massive issue now for coronation gardens residents and this will be the case for any development on the Spitalfields site	Bywaters and the associated allotments are outside the scope of this SPD.	No change.
393	Individual	The Building heights for the New Spitalfields Market site are excessive and permission for the taller building categories should not be granted. Totally at odds with the stated vision and the thematic guidance. A visual blight on the Hackney Marshes area. Low-med rise buildings less than 6 stories with green roofs should be use to ease the transition from important green space to the more residential areas of Leyton	A sensitive approach to building heights is sought. The SPD is underpinned by the recently adopted Local Plan 1 and Policy 54 seeks the visual, environmental, functional and cumulative impacts of tall buildings to be considered.	No change.
394	Individual	The Leyton Mills Retail Park approach is a good and in total favour of the regeneration	Noted with thanks	No change.
395	Individual	The cycling infrastructure and the London underground station upgrades have to go hand in hand with this - huge increase in local population must be supported by travel infrastructure	The Council is exploring opportunities to make improvements for walking and cycling in the immediate vicinity of the station entrance to address this pinch-point.	No change.
396	Individual	Leyton underground station upgrades and road improvements must be done first before Leyton mills	Noted.	No change
397	Individual	Do not wants to see high rise buildings like what's being built at Walthamstow's centre ie 34 floors	A sensitive approach to building heights is sought. The SPD is underpinned by the recently adopted Local Plan 1 and Policy 54 seeks the visual, environmental, functional and cumulative impacts of tall buildings to be considered	No change
398	Individual	All these homes being built we are still wanting for a new Whipps cross hospital to be built (with more beds) + Leyton fire station has only 1 fire engine and No ladder units	Noted. The SPD is for 15 year plan period and will be amended to include a requirement for a new health centre.	Section 12.4 will be amended to include the requirement for an integrated health facility.
399	Individual	Leyton mills area is in the river Lea flood plane	Noted.	No change
400	Individual	Again only 1 fire engine at Leyton fire station and transport to be improved first	Noted.	No change
401	Individual	Building too high	A sensitive approach to building heights is sought. The SPD is underpinned by the recently adopted Local Plan 1 and Policy 54 seeks the visual, environmental, functional and cumulative impacts of tall buildings to be considered	No change

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402	Individual	The new station at Ruckholt rd. too be built first	The Council will continue work to seek a New <u>Ruckholt Road Station</u> .	No change
403	Individual	Again the height of building we don't want 34th floor building like you are building at Walthamstow's central. and please publicize the numbers of floors you want to build	A sensitive approach to building heights is sought. The SPD is underpinned by the recently adopted Local Plan 1 and Policy 54 seeks the visual, environmental, functional and cumulative impacts of tall buildings to be considered. The detail on heights will be developed as part of site-wide masterplans <u>and planning applications</u> .	No change
404	Individual	A undercover bus depot is not a good idea in a flood plane	A flood risk assessment took place in support of the Local Plan (Part 1) and further assessment has been carried out in support of Local Plan (Part 2) Site Allocations. A detailed pluvial hydraulic modelling has been carried out for the Leyton Mills SPD area. These will be made available to applicants. Further assessment of flooding will be considered as part of site-wide masterplans alongside planning applications. The Environment Agency will be a statutory consultee.	No change
405	Individual	Keep Eton Manor as it is	Noted.	No change
406	Individual	Upgrade Leyton underground station first + built the new railway station + bus links	Work is currently taking place to achieve improvements to Leyton Underground Station and the Council will continue work to seek a New <u>Ruckholt Road Station</u> .	No change
407	Individual	As usual your consultation has been made not user friendly + Heights of you building were not included	The detail on heights will be developed as part of site-wide masterplans and planning applications.	More user friendly
408	Individual	I like that this area will change because I cycle and walk through here now and it feels like a big mess of motorways, it would be nice to have a nice cycle lane towards Hackney and I would love if the Orient Way Footbridge was more cycle friendly as it's badly made for pushing bikes up.	Noted.	No change
409	Individual	When it comes to the housing it would be good to make sure it's still green around this area, we <u>don't want to loose green space</u>	The provision of green space is a priority of the SPD	No change
410	Individual	Helpful to breakdown the document, the map was most useful	Noted with thanks.	No change
411	Individual	Improvement to cycling lanes is essential, as this will encourage more citizens to cycle, if a safe, and established route is defined. More pedestrian crossways to provide safe crossing for pedestrians, Improvement to Leyton station is essential the road outside is congested and not attractive, there are no trees or any sign of ecology, ecology will play a huge part to sequester carbon, store carbon and long term align with the London Planning for a <u>net zero future</u> .	Sustainable transport is one of the key visions for the SPD. The SPD seeks improvements to Leyton Underground Station including increasing capacity, and public realm improvements outside.	No change
412	Individual	Yes. More detail on how this will impact citizens of the local area, the traffic and general unsafe environment needs to be addressed, drug use is apparent and rife in the community, more security <u>needs to be given to citizens</u> .	Paragraph 5.1.3 seeks design of public realm to be and feel safe and secure including for women and girls.	No change
413	Individual	Yes, more green buffers need to be developed for the longevity of a proposal as such, particularly the barren and desolate Leyton mill park, there is a clear lack of any ecological planning in the retail park, more parklets need to be developed to support the net zero strategy. Building height needs to be addressed, as this creates wind tunnels and corridors, lowering the height of buildings is not a missed opportunity for developers. Consideration needs to be given to surrounding <u>neighbourhoods views</u> .	A sensitive approach to building heights is sought. The SPD is underpinned by the recently adopted Local Plan 1 and Policy 54 seeks the visual, environmental, functional and cumulative impacts of tall buildings to be considered	No change
414	Individual	Yes, creation of safe walking, cycling and pedestrian spaces is essential for human well being. Today, the roads are not fit for purpose, essential improvement around Leyton station is <u>required</u> .	Noted with thanks.	No change
415	Individual	Grant the access to smaller businesses to utilise disused spaces and stop giving permits to fast food shops and vape shops. These are not beneficial to human health. Consider a business proposal seriously before granting licences and <u>permits. Seriously</u> .	Noted.	No change
416	Individual	Consider wider communities not just families, what will draw younger generations to invest and <u>buy in the area</u> .	Access to the facilities by the wider community is critically important as part of the Council's <u>aspirations for healthy and happy communities</u> .	No change
417	Individual	Yes, don't build high rise apartments, the shading and view will be a damaging effect on the area.	A sensitive approach to building heights is sought. The SPD is underpinned by the recently adopted Local Plan 1 and Policy 54 seeks the visual, environmental, functional and cumulative impacts of <u>tall buildings to be considered</u>	No change
418	Individual	Include green areas for public use	The SPD seeks new and enhanced green spaces <u>that are publicly accessible</u> .	No thanks
419	Individual	Cycling network needs to consider width of space and lane, at Leyton tube station.	Protected space for cycling, on routes and roads that require it, of sufficient width and designed to meet <u>TfL's London Cycling Design Standards</u> .	No change
420	Individual	Safety and security needs to be highlighted in a better way.	Paragraph 5.1.3 seeks design of public realm to be and feel safe and secure including for women and <u>girls</u> .	No change
421	Individual	Yes, why on Page 11 is Bakers Arms outlined? What are the plans for this area?	The Bakers Arms area has been highlighted as it is one of the District Centres in the Borough and a Strategic Location. The plan for this centre is set out in the Council's recently adopted Local Plan.	No change

No.	Organisation/individual	Summary of consultation comment/issue	Response to comment	Changes proposed to the SPD
422	Individual	Will there be parking for new homes? With reduced parking for new Asda at new location, what about other stores in the Retail Park? Would new community facility include Hubs for Youths, Elderly and facilities to host Weddings, Birthdays and other Events? What measures will be taken to design out crime from these new areas?	Development proposals should be car free, and maximise the use of public transport and active travel to the site. Detail on the nature and type of community facilities will be developed as part of site wide masterplans and planning applications. Paragraph 5.1.3 seeks design of public realm to be and feel safe and secure including for women and girls	No change
423	Individual	Yes, it mentions opportunities for smaller retailers but what about those who enjoy driving to Retail parks and visiting a few larger outlets at the same time. Will there be anywhere like this in the new plans.	Sustainable transport is one of the key visions for the SPD. Development proposals should be car free, and provision should be made for sustainable servicing methods for first- and last-minute logistics, cargo bikes and cycle freight. However, development will be required to provide parking for visitors with disabilities	No change
424	Individual	To be honest, the greenspaces which were local to residential properties were taken to build more homes. Now we are looking to make green habitats where people have to travel to. Most elderly rely on being taken to places by car and are not mobile or confident enough to walk, cycle or travel by bus to these areas. Will the council be making provisions for the many residential premises, which are over commercial units or shops, with no waste management arrangements and end up leaving their rubbish on the main roads or in other people's bins.	Sustainable transport is a key ambition of the SPD. Some parking including for those with disabilities will be sought as part of planning applications. The SPD is underpinned by the Waltham Forest Local Plan. Policy 93 sets out the requirements for waste provision.	No Change
425	Individual	What provisions have been made to relieve the pressures of development on the existing local residents, especially those in Ruckholt Road?	The SPD is supported by the Waltham Forest Local Plan. Policy 57 requires new development to respect the amenity of existing occupiers.	No Change
426	Individual	Do you not think this type of development will lead to people feeling they are living in a gated community, one which will have a much greater voice on what happens in the area?	The SPD does not recommend gated developments.	No change
427	Individual	No, but wonder how having residential accommodation over a bus depot will work.	Noted.	No change.
428	Individual	Will Waltham Forest be paying for Police officers to patrol these new developments or will they be providing their own council neighbourhood wardens or enforcement teams to patrol?	The SPD seeks a mix of uses to achieve a vibrant neighbourhood that is and feels safe at different parts of the day and night. Paragraph 5.1.3 seeks design of public realm to be and feel safe and secure including for women and girls	No change.
429	Individual	Is there an easy read version?	A brief summary will be provided on the council's webpage should the document become adopted.	No change
430	Individual	This looks great. No need for working spaces. More detail on retail outlets would be good.	The SPD seeks a mix of uses to achieve a vibrant neighbourhood that is and feels safe at different parts of the day and night.	No change
431	Individual	Medium density housing is appropriate for this area	A sensitive approach to building heights is sought. The SPD is underpinned by the recently adopted Local Plan 1 and Policy 54 seeks the visual, environmental, functional and cumulative impacts of tall buildings to be considered	No change
432	Individual	The retail offer is important	Noted.	No change
433	Individual	New station looks good. Cultural hub could be a pub? Green spaces encouraged	Noted.	No change
434	Individual	Make sure housing is not dwarfing the natural beauty of surrounding area. Don't think this area should become another Stratford.	A sensitive approach to building heights is sought. The SPD is underpinned by the recently adopted Local Plan 1 and Policy 54 seeks the visual, environmental, functional and cumulative impacts of tall buildings to be considered.	No change
435	Individual	This area would benefit from a more community centric approach - it seems totally detached and different from the rest of the area.	Access to the facilities at Eton Manor by the wider community is critically important as part of the Council's aspirations for healthy and happy communities	No change
436	Individual	Don't think " High quality tall buildings in the right locations" are appropriate for some of this area. Currently live beside the new developments at coronation square - these tall buildings are ugly, total eyesores vs rest of Leyton. Additionally, we need services for locals - this hasn't happened with this development yet and seems like this is coronation square v2. Hackney marshes are beautiful peaceful green space and place -concerned this will be effected with this development	A sensitive approach to building heights is sought. The SPD is underpinned by the recently adopted Local Plan 1 and Policy 54 seeks the visual, environmental, functional and cumulative impacts of tall buildings to be considered.	No change
437	Individual	Biodiversity needs to be protected. In support of the principles set out in the Safe and Well connected place section	Noted with thanks.	No change
438	Individual	More high rises! How are we going to have services to accommodate this. Coronation square is example of flats being thrown up before services are in place Leyton station is creaking under pressure	A key purpose of the SPD is to seek new infrastructure to support new development.	No change
439	Individual	We need less takeaways! Waltham Forest give high road occupancy continuously to fast food joints. It's depressing in Leyton high road - we need more variety and options for independents to open businesses with appropriate business rates	The SPD seeks enhancement of Leyton District Centre with improved retail and town centre premises to complement existing uses at High Road Leyton. The mixed use development would be a new neighbourhood made up of a diverse mix of uses including homes, workspaces, industrial, cultural, community and retail	No change
440	Individual	Connection to marshes would be good Concerned about building heights	Noted with thanks. A sensitive approach to building heights is sought. The SPD is underpinned by the recently adopted Local Plan 1 and Policy 54 seeks the visual, environmental, functional and cumulative impacts of tall buildings to be considered	No change

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441	Individual	Anything to help traffic in Waltham Forest - it's brutal at weekend and quicker to walk Would welcome new station to help with volume on <u>central line at Leyton.</u>	Noted with thanks.	No change
442	Individual	Are you keeping tennis? Think this should be <u>maintained and offered to those on lower income.</u>	The SPD seeks to improve the existing facility at the <u>Lee Valley Hockey and Tennis Centre.</u>	No Change
443	Individual	Would love to hear on feedback from proposal document	Noted.	No change
444	Individual	Yes but would potentially look at a mobile optimal design as many will be reading on smartphone. It's very detailed and difficult to grasp / navigate through pdf (sorry on phone due to travel this weekend)	A brief summary will be provided on the council's webpage should the document become adopted.	Mobile version could be made
445	Individual	I agree with the new green spaces and things for the environment but specifically the retail park vision isn't something I agree with at all. We don't need to fill every space with even more housing which is going to be so unaffordable that only those from outside the area can afford them, we don't want that demographic at all! In addition, there are flats in the area that require a lot more attention but instead all this money is being poured into newer builds that quite literally ruin the aesthetic value of the area. I am additionally quite distraught at the prospect of changing up the ASDA that is the one good thing about this area, why would you relocate and make the parking even more inaccessible when the population of this area keeps growing, that is rather unfair	The SPD seeks enhancement of Leyton District Centre with improved retail and town centre premises to complement existing uses at High Road Leyton. The mixed use development would be a new neighbourhood made up of a diverse mix of uses including homes, workspaces, industrial, cultural, community and retail. Sustainable transport is a key ambition of the SPD. Some parking including for those with disabilities will be sought as part of planning applications.	No change
446	Individual	No need for more new builds, but support the principles to achieve a safe and well-connected place.	The SPD seeks enhancement of Leyton District Centre with improved retail and town centre premises to complement existing uses at High Road Leyton. The mixed use development would be a new neighbourhood made up of a diverse mix of uses including homes, workspaces, industrial, cultural, <u>community and retail.</u>	No change
447	Individual	Not in support of development and concerns are expressed around homes not being affordable and potential impacts of gentrification.	The SPD seeks affordable housing and energy solutions for affordable homes that avoid fuel poverty. Requirements for affordable workspaces and jobs for local people are also set out in the SPD.	No change
448	Individual	sure but often the local businesses end up being overtaken by bigger chains, that is why I don't see how this will affect the community positively	Taking a co-ordinated approach to the development of these sites presents a significant placemaking and economic opportunity that can benefit current and <u>future residents and local businesses.</u>	Ta change.
449	Individual	Seems great as long as green buffer and nature protected. Also be good to do something on <u>pollution in Lea river</u>	Noted with thanks	No change
450	Individual	do not relocate the Asda and make it have less parking. keep the Asda as it is	Sustainable transport is one of the key visions for the SPD. Development proposals should be car free, and provision should be made for sustainable servicing methods for first- and last-minute logistics, <u>cargo bikes and cycle freight.</u>	No change
451	Individual	Is in broad support of the principles in the document and has highlighted that the area around Leyton Station is congested in the <u>morning.</u>	Noted with thanks.	No change.
452	Individual	A summary of the document would be helpful.	A brief summary will be provided on the council's webpage should the document become adopted.	No Change
453	Individual	Please don't make Leyton a big ugly concrete area like Stratford. I am only supportive or rewinding and <u>green space.</u>	The SPD seeks exemplar design and new and enhanced green spaces.	No Change
454	Individual	Preserve New Spitalfields for local business.	Requirements for affordable workspaces and jobs for <u>local people are also set out in the SPD.</u>	No change
455	Individual	I was happy to see this plan for a much needed development of this area, this is exactly what the neighbourhood needs for its development. My notes is that currently Leyton doesn't have a great transport link, especially when it comes to bus routes. We will definitely need to improve transport access once there are more houses and consequently a larger population in the area. My main frustration is not having a bus route from Up here in Leyton that goes to Hackney Wick, Bow, Bethnal Green, Shoreditch, Liverpool St. The plan mentions new station, but doesn't clarify what line would this be for? Is this the train to Tottenham? If so, not very useful for commuters. I also wanted to point out we don't want to lose green spaces to new housing development, like they are doing in the Olympic park. We want to ensure we develop the green areas that are left without any care. Would be frustrating to lose the marshes for ex.	Noted with thanks. The proposed new station will connect directly to Stratford for connections via the Elizabeth line and wider connections. The SPD seeks new and enhanced green spaces.	No change
456	Individual	We need clarification about the train link and if new much needed bus routes will be implemented	The proposed new station will connect directly to Stratford for connections via the Elizabeth line and wider connections. Work is ongoing with TfL to <u>consider new and enhanced bus routes.</u>	No change
457	Individual	Please prioritise small business, rather than chains like Starbucks and everything else currently in the Mills	Supporting local businesses is a key priority of the SPD	No change
458	Individual	We don't want to lose the green spaces, but this one in particular feels like it's abandoned. We need to make it a usable area that residents can enjoy	Noted. Green space provision is a priority of the SPD. Ensuring this is accessible for all residents	No change
459	Individual	Would like to understand the timeline.	The SPD covers a period of 15 years.	No change

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460	Individual	Lots of green spaces, that is a big priority. Don't get rid of all the shops at Leyton mills, the TK Maxx in particular is very good value for people with new Leyton homes. In the leisure bracket, is there scope for a new gym/pool leisure centre targeted for adults and young professionals who would be living in the new flats?	The SPD seeks a mix of uses to achieve a vibrant neighbourhood that is and feels safe at different parts of the day and night. Paragraph 9.9.1 of the SPD seeks the retention or re-provision of existing retail uses where possible.	No change
461	Individual	It's a good idea, I support the upgrades and the new vision as long as green space is a priority and it is for the good of the Leyton area and existing Leyton residents, not just to attract new residents	Noted with thanks.	No change
462	Individual	I think the Leyton underground upgrades is a good idea. The whole area is a bottle neck and gets very busy	Noted with thanks.	No change
463	Individual	Yes, keep big shops like TK Maxx and B&Q	Paragraph 9.9.1 of the SPD seeks the retention or re-provision of existing retail uses where possible.	No change
464	Individual	Must be built with not harming Hackney marshes as a priority. It should enhance this green area, not disturb it	An ecological survey was carried out to investigate potential impacts on the Marshes and the recommendations have been taken forward in the writing of the SPD.	No change
465	Individual	Keep shops there as well as housing	Paragraph 9.9.1 of the SPD seeks the retention or re-provision of existing retail uses where possible.	No change
466	Individual	Easy to read. Lot of information.	A brief summary will be provided on the council's webpage should the document become adopted.	No change
467	Individual	Generally very excited about the prospect of development in the area - I've lived in Leyton for approaching 10 years, so it's good to see there will potentially be investment in the area, particularly if it rejuvenates any of Leyton's lower high street near the tube station and Leyton Mills Retail Park, as these areas could do with a face-lift. Hoping this would close gaps between the Olympic Park, Hackney Wick, and Leyton, and generally improve the whole area, and also potentially have improved bus and rail links. Very exciting!	Noted with thanks,.	No change
468	Individual	Agree that it's important to protect the ecology of Hackney Marshes and River Lea, very excited about the prospect for rejuvenating Leyton Mills Retail park and building a new ASDA, and improvement to rail and bus links with the rail station at Ruckholt Road and Bus Depot at Temple Mills.	Noted with thanks.	No change
469	Individual	Would hope improvements could also come to Leyton Lower High Street at the entrance to Leyton Mills Retail Park and the Central Line Underground station.	Work to consider enhancements outside Leyton Underground Station towards the entrance to Leyton Mills is underway.	No change
470	Individual	Feel bus routes improving links between Leyton and Liverpool Street would also be beneficial in addition to Stratford.	The Central Line currently provides a quick link to Liverpool Street Station.	No change
471	Individual	The Leyton high street area could really benefit from new businesses coming into the area in addition to the new businesses which will hopefully come to new commercial spaces built as part of this development. I'd love to see the entire area being thought of as a whole, rather than Leyton Mills having new development, but the current high street remaining largely untouched.	Noted with thanks	No change
472	Individual	All looks very good - particularly interested in the step entrance to the Retail Park by Poundland and TK Maxx being improved, along with the retail park itself and Leyton high street / tube station.	Noted with thanks	No change
473	Individual	The document reads fine and is easy to understand, layout is well designed. I would have loved to have seen some more visualisations of how the spaces could potentially look.	Noted with thanks. Further details on the potential	No change
474	Individual	Generally supportive of the document and highlights that more green spaces, housing, food/beverage outlets and spaces for community to come together in restaurants/bars/pubs are needed	Noted with thanks	No change
475	Individual	A new station would be great for direct connections into Liverpool street to reduce the demand on Leyton at peak times. It is important to keep the green spaces that already occur at Eton Manor	Noted with thanks	No change
476	Individual	New cycle and pedestrian link between Leyton station and the Olympic park would be great - currently having to go down to Drapers field or up around Ruckholt road is a bit of a faff. We think it is important to maintain a decent sized supermarket but doesn't need to be as big as it is now. We do not require parking always visiting on foot every week	Noted with thanks	No change
477	Individual	I would like to see a combination of green link streets and active streets for safety at night.	Protected space for cycling, on routes and roads that require it, of sufficient width and designed to meet TfL's London Cycling Design Standards.	No change

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478	Individual	I think it is important to include family homes and not just build expensive new builds for young professionals. That can be included but it needs to have the right balance which I don't think <u>Chobham Manor has achieved.</u>	Underpinned by Policy	No change.
479	Individual	Current shopping area by Poundland is bleak. Redevelop - open up more green and seating. better quality retail shops are required and food outlets.	Noted with thanks	No change
480	Individual	would be good in building station bridge to allow public access through at this point too. similar to how Hackney Wick has pedestrian access through as well as station entrance at both sides.	Noted with thanks	No change
481	Individual	Good clear document but lots of text and skipped bits to look at diagrams.	Noted with thanks	No change
482	Individual	I think more green spaces/less concrete and improving Leyton Underground station and the surrounding area is a priority.	Noted.	No change
483	Individual	The vision is ambitious and needs to happen.	Noted with thanks.	No change.
484	Individual	How will building up to the old Lea river impact its ecology? Both during construction (e.g. run off) and as permanent structures close to the river edge	Section 4.1 sets out the requirement for Phase 2 ecological surveys prior to establishing site-wide masterplans and that proposals must be accompanied by an Ecological Impact Assessment. An ecological survey was carried out to investigate potential impacts on the Marshes and the recommendations have been taken forward in the <u>writing of the SPD</u>	No change.
485	Individual	How will existing residents (above Poundland) be impacted? How will residents be impacted during construction, such as access to retail/supermarket shopping?	This would be considered as part of a planning application which will be supported by the Waltham Forest Local Plan. Policy 57 requires new development to respect the amenity of existing occupiers.	No change.
486	Individual	Access/green bridge to Leyton Mills retail park is an improvement. Sustaining and expanding The existing green space here should be a priority	Noted with thanks.	No change
487	Individual	The road Ruckholt Close falls within the outlined SPD area, close to the proposed new Ruckholt Road train station. I would like to know how the plans affect housing within this area, including development works (building and construction process), nearby tall buildings that obstruct sunlight, expected increased vehicle or foot traffic in the area adjacent to existing properties, and any other information that may positively or negatively affect the living standards of existing homeowners and residents in this area	This would be considered as part of a planning application which will be supported by the Waltham Forest Local Plan. Policy 57 requires new development to respect the amenity of existing occupiers. A sensitive approach to building heights is sought. The SPD is underpinned by the recently adopted Local Plan 1 and Policy 54 seeks the visual, environmental, functional and cumulative impacts of tall buildings to be considered.	No change
488	Individual	Whilst the vision talks positively about what the development can bring, it feels like it's missing information regarding existing residential properties and how it will affect these, especially as some are highlighted to be within the proposed area. Would there be a possibility to include this in future documentation.	This would be considered as part of a planning application which will be supported by the Waltham Forest Local Plan. Policy 57 requires new development to respect the amenity of existing occupiers. A sensitive approach to building heights is sought. The SPD is underpinned by the recently adopted Local Plan 1 and Policy 54 seeks the visual, environmental, functional and cumulative impacts of tall buildings to be considered.	No change
489	Individual	Section 6.3 demonstrates potential for the tallest of the buildings directly opposite existing residential properties at the bottom of Ruckholt Close (numbers 35 to 45). We would hope that due to the existing residential properties in the area, further consideration would be taken in to the height of the buildings around here. This is of high concern to us. On top of this it looks like that none of the proposed buildings directly adjacent to this area are marked as residential so I'd have concerns that the Ruckholt Close community becomes isolated from the new community.	A sensitive approach to building heights is sought. The SPD is underpinned by the recently adopted Local Plan 1 and Policy 54 seeks the visual, environmental, functional and cumulative impacts of tall buildings to be considered	No change
490	Individual	I live in the area now. It does not feel safe and it is polluted. There is litter and fly tipping everywhere. I hope the new development of the area will make local people care about their neighbourhood and look after it.	The SPD seeks a mix of uses to achieve a vibrant neighbourhood that is and feels safe at different parts of the day and night. Paragraph 5.1.3 seeks design of public realm to be and feel safe and secure including for women and girls.	Ma change.
491	Individual	The area does not feel like a safe place to live at the moment. There is drug use and dealing happening on the streets and local parks (drapers field). Many cars speeding on High Rd Leyton. More speed bumps could help this?	The SPD seeks a mix of uses to achieve a vibrant neighbourhood that is and feels safe at different parts of the day and night. Paragraph 5.1.3 seeks design of public realm to be and feel safe and secure including for women and girls. Sustainable transport is one of the key visions for the SPD which would include traffic calming to prioritise wheeling and walking.	No change
492	Individual	It would be great to have a bigger variety of businesses. And support for new independent creative businesses.	The SPD seeks enhancement of Leyton District Centre with improved retail and town centre premises to complement existing uses at High Road Leyton. The mixed use development would be a new neighbourhood made up of a diverse mix of uses including homes, workspaces, industrial, cultural, community and retail.	No change
493	Individual	Would be a good improvement to the area. Important that ASDA and other shops remain open during the redevelopment	Paragraph 9.9.1 of the SPD seeks the retention or re-provision of existing retail uses where possible.	No change
494	Individual	Could do with an executive summary highlighting the key parts of the plan and an overview new map of the area, as it is a long document	A brief summary will be provided on the council's webpage should the document become adopted.	A summary to the document could be included

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495	Individual	Are more nurseries and schools being built to accommodate new housing? Is the transport infrastructure being increased to support the influx in usage due to the new housing? If not or if not enough then I object to these proposals	A key purpose of the SPD is to seek new infrastructure to support new development.	No change.
496	Individual	Better control on affordable housing so that later on there's no risk of having people using these social schemes to nest even more CLASS A drugs distributions within Leyton. Should include more AFFORDABLE (Shared) WORKSHOPS for all kinds of artists (similar to Black Horse Lane, but more affordable) . Convert current Leyton Mills into a forest as pocket inside Leyton city	Noted. Requirements for affordable workspaces and jobs for local people are also set out in the SPD. New greenspace is sought on the Leyton Mills Retail Park.	No change
497	Individual	suggest to cover the A12 and remove the harsh border of greater Anglia and Eurostar.	Noted.	No change
498	Individual	Keep bike lanes safe.	Noted	No Change
499	Individual	In principle I'm supportive however the ambition to improve and significantly add to the retail/commercial space in the area is ambitious and risky. In my opinion, the residential above the retail in Leyton Mills doesn't work - the area around Poundland suffers from graffiti and other ASB. It's not clear how this will be addressed with the new proposals. It's also failed to work on newer units along the High Road (around Grove Green bus stop). Also, for whatever reason the retailers are considered poor quality currently. It's not an aspirational retail park and given the situation on the High Road what will be done to encourage a good strong retailer mix? Competition is high with proximity to Westfield. The High Road is swamped with Barbers Shops and dubious "cafes". Does it have to be an Asda coming back? What can you do to persuade Asda to share the site with a complimentary competitor (for example, Waitrose often site next door to Asda)	The SPD seeks enhancement of Leyton District Centre with improved retail and town centre premises to complement existing uses at High Road Leyton. The mixed use development would be a new neighbourhood made up of a diverse mix of uses including homes, workspaces, industrial, cultural, community and retail.	No Change
500	Individual	Issues - no mention of the extremely serious Anti Social Behaviour experienced in Leyton currently and involving a coordinated effort to address between the council, police, outreach, local MP, housing association. Green spaces on plan look great. In Leyton they are abused. The streets are not safe. The proposed route from the new train station to the High Road doesn't look particularly safe for a pedestrian out of hours. Safety is a huge concern for me	The SPD seeks a mix of uses to achieve a vibrant neighbourhood that is and feels safe at different parts of the day and night. Paragraph 5.1.3 seeks design of public realm to be and feel safe and secure including for women and girls.	No change
501	Individual	Car free areas (and areas where there is significant traffic calming) are the ASB hotspots in Leyton as emergency vehicles (particularly police cars) can't undertake regular drive by surveillance. Is the paid private security at Leyton mills retail park going to remain? I think your plans could create a ghost town after dark	The SPD seeks a mix of uses to achieve a vibrant neighbourhood that is and feels safe at different parts of the day and night. Paragraph 5.1.3 seeks design of public realm to be and feel safe and secure including for women and girls.	No change
502	Individual	Prioritise the improvements to Leyton underground - capacity and access. It is already overwhelmed with passengers at peak times and the new development behind coronation gardens is hardly occupied yet. Public transport improvements need to be a priority	Work is currently taking place to achieve improvements to Leyton Underground Station.	No change
503	Individual	The document format and layout is generally good. Some of the maps don't have correlating keys though (for example the ownership map had a red area of ownership between Asda and Aviva - it's unclear if this is an error and should be Asda ownership or a private landlord (and shouldn't this be disclosed?)	This was an error and will be amended.	The SPD ownership plan will be amended.
504	Individual	This part of Waltham Forest is becoming far too overdeveloped. Taking any character out of the area that existed before. Boring housing that lacks any interest architecturally and not affordable or meets the needs of any existing residents. Tower blocks full of boring flats that will only attract one type of person. Changing the sky line too much, making the skyline oppressive. Too many tall buildings." Going up. Why can't there be a limit on the height of buildings. This won't make any difference, why am I even bothering.	A sensitive approach to building heights is sought. The SPD is underpinned by the recently adopted Local Plan 1 and Policy 54 seeks the visual, environmental, functional and cumulative impacts of tall buildings to be considered.	No Change
505	Individual	Enhancing green areas will be welcomed	Noted with thanks	No change
506	Individual	Unfortunately Leyton is becoming a depressing place to live. Unable to see the sky as is being dominated by tall buildings that don't fit the character of the area and actually take away from the pre existing architecture/housing	A sensitive approach to building heights is sought. The SPD is underpinned by the recently adopted Local Plan 1 and Policy 54 seeks the visual, environmental, functional and cumulative impacts of tall buildings to be considered.	No change.
507	Individual	Will result in unacceptable damage to river Lea and Hackney marshes	Section 4.1 sets out the requirement for Phase 2 ecological surveys prior to establishing site-wide masterplans and that proposals must be accompanied by an Ecological Impact Assessment. An ecological survey was carried out to investigate potential impacts on the Marshes and the recommendations have been taken forward in the writing of the SPD	No Change

No.	Organisation/individual	Summary of consultation comment/issue	Response to comment	Changes proposed to the SPD
508	Individual	Fails to prevent access to sensitive areas	Section 4.1 sets out the requirement for Phase 2 ecological surveys prior to establishing site-wide masterplans and that proposals must be accompanied by an Ecological Impact Assessment. An ecological survey was carried out to investigate potential impacts on the Marshes and the recommendations have been taken forward in the writing of the SPD.	No Change
509	Individual	Inadequate flood prevention risk	A flood risk assessment took place in support of the Local Plan (Part 1) and further assessment has been carried out in support of Local Plan (Part 2) Site Allocations. A detailed pluvial hydraulic modelling has been carried out for the Leyton Mills SPD area. These will be made available to applicants. Further assessment of flooding will be considered as part of site-wide masterplans alongside planning applications. The Environment Agency will be a statutory consultee.	No change
510	Individual	Flood risk not properly considered	A flood risk assessment took place in support of the Local Plan (Part 1) and further assessment has been carried out in support of Local Plan (Part 2) Site Allocations. A detailed pluvial hydraulic modelling has been carried out for the Leyton Mills SPD area. These will be made available to applicants. Further assessment of flooding will be considered as part of site-wide masterplans alongside planning applications. The Environment Agency will be a statutory consultee.	More regarding flood risk?
511	Individual	Ridiculously long and complex for lay person to plough through. Seems designed to limit consultation responses	A brief summary will be provided on the council's webpage should the document become adopted.	Summary to be included
512	Individual	This is a huge document that is not designed to be accessible, easy to digest or critique. There is an overwhelming amount of information that is, at times, overly verbose and impenetrable. The introduction also states that it's use is primarily for 'for use by landowners, applicants, architects, landscape architects, planners, developers and all those involved in the planning and design of the development sites within the Leyton Mills area, and to provide clarity on requirements for planning applications'. I would argue that because of this, the document does not 'helps local communities understand what they can expect to come forward in the area, and to influence the SPD through engagement and consultation on the document before it is adopted' Who has the time, inclination or energy to wade through a 116 page consultation? Very few. Perhaps that was the intention?	A brief summary will be provided on the council's webpage should the document become adopted.	
513	Individual	I feel that 5400 new homes will add a significant pressure on the green / blue spaces that has not been acknowledged by this consultation. The area is already under pressure in summer months, with some areas being used as 'beaches' with BBQs, loud music, rubbish being left and generally zero respect or protection for this sensitive area. Adding another 15000 potential new residents will only compound the issue. No acknowledgement or provision is mentioned in the consultation document.	An ecological survey was carried out to investigate potential impacts on the Marshes and the recommendations have been taken forward in the writing of the SPD. Section 4.1 sets out the requirement for Phase 2 ecological surveys prior to establishing site-wide masterplans and that proposals must be accompanied by an Ecological Impact Assessment.	
514	Individual	All of the 'desire to protect and enhance' is not rigorous enough. There is talk of 'guidance' vs action. This feels very soft language that could easily turn into 'oh well we did try but sadly damage was caused to the area as part of the development'. There is a passivity to this section that is alarming. No enough here about how to mitigate the impact of thousands of new visitors	An ecological survey was carried out to investigate potential impacts on the Marshes and the recommendations have been taken forward in the writing of the SPD. Section 4.1 sets out the requirement for Phase 2 ecological surveys prior to establishing site-wide masterplans and that proposals must be accompanied by an Ecological Impact Assessment.	
515	Individual	No mention of how to connect Leyton Mills with Lea Bridge while removing the number of car park spaces at the new Asda.	Sustainable transport is one of the key visions for the SPD. Development proposals should be car free, and provision should be made for sustainable servicing methods for first- and last-minute logistics, cargo bikes and cycle freight. Site-wide masterplans and development proposals should be supported by early stage strategic transport assessments this would include considering connections with Lea Bridge	
516	Individual	Building heights need to be reconsidered. These cause excessive heat and light pollution, create aggressive wind tunnels and put the local area at risk of flooding. They are also unattractive and create high concentrations of inhabitants that are not supported by adequate infrastructure	A sensitive approach to building heights is sought. The SPD is underpinned by the recently adopted Local Plan 1 and Policy 54 seeks the visual, environmental, functional and cumulative impacts of tall buildings to be considered	No change.
517	Individual	Concerned about the 'cultural anchor' which will likely create excess noise, light and human pollution on the banks of the sensitive Old Lea river. How can you be saying you want to 'project and enhance' yet a few pages later be discussing pop up events, a cultural square and cafes, shops etc which will rub right up alongside the riverbank? They are simply not compatible	An ecological survey was carried out to investigate potential impacts on the Marshes and the recommendations have been taken forward in the writing of the SPD.	No change

No.	Organisation/individual	Summary of consultation comment/issue	Response to comment	Changes proposed to the SPD
518	Individual	Only cursory mentions of the provision of necessary infrastructure (nursery only). We need more doctors, more schools and more amenities for the thousands of people you are planning to bring into this new area. A play park and 'possibly' a nursery will not be adequate	A key purpose of the SPD is to seek new infrastructure to support new development.	No change
519	Individual	No mention of HOW tall the building height might be on Temple Mills Bus Depot	A sensitive approach to building heights is sought. The SPD is underpinned by the recently adopted Local Plan 1 and Policy 54 seeks the visual, environmental, functional and cumulative impacts of tall buildings to be considered	No change
520	Individual	It's interesting to me that this piece of MOL is being preserved and protected, yet the other bit further along Lea Bridge Road (current Thames Water facility) has not been afforded the same protection and is earmarked for a 'secure children's home'. This runs contrary to your definition of the appropriate use of MOL: Metropolitan Open Land (MOL) is strategic open land within the urban area, that plays an important green infrastructure role providing the public with access to the open environment, spaces for sport and leisure, and biodiversity. London Plan Policy G3 requires that MOL is given the same level of protection as Green Belt, and it should be protected from inappropriate development, including the construction of new buildings. Paragraph 149 of the NPPF (2023) provides exceptions to this, which include the 'provision of appropriate facilities (in connection with the existing use of land or a change of use) for outdoor sport and recreation, as long as the	Noted.	No change
521	Individual	This is all very difficult to read and digest, and ultimately makes me feel very powerless in my ability to contribute or determine my area's future. This is a wordy and dense document that fails to meet any accessibility criteria	A brief summary will be provided on the council's webpage should the document become adopted.	No change.
522	Individual	The document is too long. It's not intended to be used by the community but by ' for use by landowners, applicants, architects, landscape architects, planners, developers and all those involved in the planning and design of the development sites within the Leyton Mills area, and to provide clarity on requirements for planning applications'. It doesn't give a lot of clarity because the amount of information is overwhelming.	A brief summary will be provided on the council's webpage should the document become adopted.	No change.
523	Individual	The introduction is well laid out but quite vague. A lot of words which say very little. No social context or a vague rationale based on local context	Noted.	No change.
524	Individual	I fear it will drive out the last of the working class. We are already struggling to afford the rent or house prices here. This will not help. The loss of our amenities at Leyton Mills also will not help.	The SPD seeks affordable housing and energy solutions for affordable homes that avoid fuel poverty. Requirements for affordable workspaces and jobs for local people are also set out in the SPD.	No change
525	Individual	Are all the other shops at Leyton Mills being raised and turned into flats? Why would you do that?	The SPD seeks enhancement of Leyton District Centre with improved retail and town centre premises to complement existing uses at High Road Leyton. The mixed use development would be a new neighbourhood made up of a diverse mix of uses including homes, workspaces, industrial, cultural, community and retail	No change
526	Individual	It seems well connected for everyone except those on the boundary of LBWF.	Sustainable transport is one of the key visions for the SPD. Site-wide masterplans and development proposals should be supported by early stage strategic transport assessments.	No change
527	Individual	You're directly attacking the working class by removing the other shops around Leyton Mills. B&Q and TK Maxx are popular and needed.	Paragraph 9.9.1 of the SPD seeks the retention or re-provision of existing retail uses where possible.	No change
528	Individual	Not easily accessible as I couldn't really understand or see it. But then again, your whole development isn't accessible really...	A brief summary will be provided on the council's webpage should the document become adopted.	No change
529	Individual	I feel very positive about the vision, in particular the focus on the environment and protecting the area from the climate emergency.	Noted with thanks.	No change
530	Individual	I am concerned about the potential risks to local wildlife identified on page 26. There has already been significant disturbance to wildlife along the Hackney Marshes area of the River Lea from people 'wild' swimming, playing loud music and leaving litter in summer. This risk will need to be carefully managed if the development brings increased people to the area. I am very supportive of any work to improve the cycling infrastructure, particularly along Leyton High Road - currently the road buckles close the station making it unsafe	An ecological survey was carried out to investigate potential impacts on the Marshes and the recommendations have been taken forward in the writing of the SPD. Section 4.1 sets out the requirement for Phase 2 ecological surveys prior to establishing site-wide masterplans and that proposals must be accompanied by an Ecological Impact Assessment.	No change
531	Individual	Very happy to see mention of substantial car-free areas and protected space for cycling, and to see consideration of making spaces safe for women and girls.	Noted with thanks.	No change

No.	Organisation/individual	Summary of consultation comment/issue	Response to comment	Changes proposed to the SPD
532	Individual	Happy to see a focus on affordable rents for retail. It would be a huge shame if the only business who could afford to come here were large chains, we need to support smaller, independent business. I would like to see more bars and restaurants opening here - at the moment we need to travel top Walthamstow, Leytonstone or Hackney to get a decent meal out, so I'm hopeful that this development will lead to a more vibrant food scene	The SPD seeks enhancement of Leyton District Centre with improved retail and town centre premises to complement existing uses at High Road Leyton. The mixed use development would be a new neighbourhood made up of a diverse mix of uses including homes, workspaces, industrial, cultural, community and retail	No change
533	Individual	I found the document very easy to use.	Noted with thanks.	No change
534	Individual	The justification for tall buildings is not strong and the policies do little to control this- the use of should in many of the policies is not good enough. Strongly oppose building heights of anything above 10 storeys - and 18+ storeys is ludicrous- completely out of context- damaging views of sky line and does not create a sense of openness or place making- have we learnt nothing from Stratford? This is such a rare and wonderful open space in London, and the SPD does not do enough to protect it. Tall buildings are not gateways or landmarks, they are aggressive and unsightly and damaging to the environment. Concerned about scale of development next to marshes and existing residential communities. Placing so many thousands of new residents so close to the Marshes and the river will overwhelm their capacity to meet the needs of the community living in the wider area. We should not be building on a flood plain! These sites are right next to 3 rivers all at risk of flooding. As the climate crisis worsens, more stress will be put on overloaded rivers... If the flood relief channel overflows at the Waterworks the river will be in danger of turning into a torrent as it discharges just north of New Spitalfields.	A sensitive approach to building heights is sought. The SPD is underpinned by the recently adopted Local Plan 1 and Policy 54 seeks the visual, environmental, functional and cumulative impacts of tall buildings to be considered. A flood risk assessment took place in support of the Local Plan (Part 1) and further assessment has been carried out in support of Local Plan (Part 2) Site Allocations. A detailed pluvial hydraulic modelling has been carried out for the Leyton Mills SPD area. These will be made available to applicants. Further assessment of flooding will be considered as part of site-wide masterplans alongside planning applications. The Environment Agency will be a statutory consultee.	No change.
535	Individual	I'm concerned that Eton Manor is earmarked for redevelopment - sports facilities are important and should be protected. It's an important part of the Olympic legacy of the area. They should be left alone. Also worried that we'll lose B&Q - there isn't anything of a similar type and size in the area. DIY shopping will involve a lot of travel	The SPD seeks enhanced sporting facilities on Eton Manor. Paragraph 9.9.1 of the SPD seeks the retention or re-provision of existing retail uses where possible.	No change.
536	Individual	Generally supportive - particularly of the cycling investment and the introduction of a new rail station. Glad to see Asda is going to be maintained. Would like to see the other large scale shops protected to some degree, in particular, B&Q. You risk forcing people to travel, most likely by car, further for essential needs. The Leyton mills retail area is pretty drab so needs investment but it does provide an important function locally.	Noted with thanks. Paragraph 9.9.1 of the SPD seeks the retention or re-provision of existing retail uses where possible.	No change.
537	Individual	Protecting the river and Hackney Marshes is key. Really glad to see the space is heavily mixed of usage (residential, retail, industrial etc). Traffic is a big problem with a number of very large roads running through the area. Ruckholt Road and Eastway are particularly unpleasant. With such a large expansion of population, the new train station is essential. Leyton station is already too busy given the poor pedestrian access there. The expanding population will bring even more cars to the area - how can this be mitigated so that the area isn't just a constant traffic jam?	Noted with thanks. The SPD promotes sustainable travel and car free developments to minimise car dominance.	No change.
538	Individual	The retail spaces made available need to be thoroughly considered so the area doesn't end up with even more chicken shops. Small local business is good but if they don't serve people's everyday needs, the shoppers will just drive elsewhere	Noted.	No change.
539	Individual	Losing large scale retail space will mean B&Q will disappear. This is a huge negative for people who do not want/cannot travel far for their everyday hardware needs. Small local business is good but they will most likely not cater to everyday needs and will drive people to retail parks and supermarkets elsewhere	Paragraph 9.9.1 of the SPD seeks the retention or re-provision of existing retail uses where possible.	No change.
540	Individual	The new train station is vital to managing public transport and crowds in the area. Leyton underground station will need considerable rework to maintain any decent level of service after all the new homes added to the new sites.	The Council will continue work to seek a New Ruckholt Road Station. The SPD seeks improvements to Leyton Underground Station including increasing capacity, and public realm improvements outside.	No change.
541	Individual	Very happy to see that the area will not be developed into housing and that the green spaces will be enhanced. This is vital to ensure we do not end up with a huge concrete jungle in the area where no one wants to live.	Noted with thanks.	No change.
542	Individual	The new transport enhancement should be in place early on in the plan, otherwise public transport for the local population will quickly become untenable and dangerous to use.	Noted.	No change.

No.	Organisation/individual	Summary of consultation comment/issue	Response to comment	Changes proposed to the SPD
543	Individual	Generally supportive of the document. The Leyton mills commercial area will take a while, and might force the closing of popular stores. From what I read, there is also no clarity on the plans for the parking area for Asda/B&Q nor the gym	Noted with thanks. Paragraph 9.9.1 of the SPD seeks the retention or re-provision of existing retail uses where possible.	No change.
544	Individual	A strong local economy only works if the stores don't have silly rent to pay. this is not an affluent area and it would be foolish to outprice affordable shops (Poundland, cardfactory, costa,...).	Requirements for affordable workspaces and jobs for local people are also set out in the SPD.	No change.
545	Individual	I am a bit concerned about this area remaining crime-free. How will this be tackled?	The SPD seeks a mix of uses to achieve a vibrant neighbourhood that is and feels safe at different parts of the day and night. Paragraph 5.1.3 seeks design of public realm to be and feel safe and secure including for women and girls	No change.
546	Individual	What is the plan with the parking? It is very well used. What happens with the gym? What happens with the more affordable stores? Like Poundland, Costa.... How will you guarantee that they can stay? Any effort put towards welcoming independent retailer spaces too? How will you organise the space to tackle ASB? Notably the amount of druggies begging constantly there?	Sustainable transport is one of the key visions for the SPD. Development proposals should be car free, and provision should be made for sustainable servicing methods for first- and last-minute logistics, cargo bikes and cycle freight. Site-wide masterplans and development proposals should be supported by early stage strategic transport assessments. Paragraph 9.9.1 of the SPD seeks the retention or re-provision of existing retail uses where possible. The SPD seeks a mix of uses to achieve a vibrant neighbourhood that is and feels safe at different parts of the day and night. Paragraph 5.1.3 seeks design of public realm to be and feel safe and secure including for women and girls	No change.
547	Individual	The document is professionally done although a lot of matters were not that specific.	Noted. Further detail will be provided alongside site-wide masterplans and planning applications.	No change.
548	Individual	I do not feel like "Why a new neighbourhood" is really answered and wonder what the motivation is here. Who will benefit from the plan, other than who ever takes the contract for it? It is my neighbourhood. Environmental values. This plan is an extension or copy of what has been done in Stratford area. When I look around Stratford I see NO bio diversity. Birds, insects, rodents, butterflies bats. All have disappeared since the re development. Extending the scheme is only making it worse for bio diversity. Human value. What point are you trying to make? I do not get it. Financial values, cost of life in ALL the lately redeveloped area has increased. and this inflation is carried by the gentrification. This is a lie. please prove me wrong, asking to who has been living in these areas long enough. Only a small amount have been able to afford staying.. Social value. What do you mean by inclusivity? I see you are promoting local character? These buildings designed have no character, no charm.	An ecological survey was carried out to investigate potential impacts on the Marshes and the recommendations have been taken forward in the writing of the SPD. Section 4.1 sets out the requirement for Phase 2 ecological surveys prior to establishing site-wide masterplans and that proposals must be accompanied by an Ecological Impact Assessment. The SPD seeks affordable housing and energy solutions for affordable homes that avoid fuel poverty. Requirements for affordable workspaces and jobs for local people are also set out in the SPD.	No change.
549	Individual	My vision is that this proposition is not necessary, and only really profitable for the developers. What the council should focus on is taking care and preserving instead of selling assets. We need more open spaces, less multi storey buildings, more schools, more doctors. I do not think closing the gap between orient and eaton manor Stratford with minor towers will bring happiness to the neighbourhood	A sensitive approach to building heights is sought. The SPD is underpinned by the recently adopted Local Plan 1 and Policy 54 seeks the visual, environmental, functional and cumulative impacts of tall buildings to be considered. A key purpose of the SPD is to seek new infrastructure to support new development.	No change.
550	Individual	Leyton mills new development on the edge of the lee valley corridor is an obstacle for bird migration and will end up damaging wildlife	An ecological survey was carried out to investigate potential impacts on the Marshes and the recommendations have been taken forward in the writing of the SPD. Section 4.1 sets out the requirement for Phase 2 ecological surveys prior to establishing site-wide masterplans and that proposals must be accompanied by an Ecological Impact Assessment	No change.
551	Individual	I support conservation of the bio diversity. I would like to see what experts could say on that point observing other areas in the borough where other towers have been built? Has any one witnessed anything positive on this matter?	An ecological survey was carried out to investigate potential impacts on the Marshes and the recommendations have been taken forward in the writing of the SPD. Section 4.1 sets out the requirement for Phase 2 ecological surveys prior to establishing site-wide masterplans and that proposals must be accompanied by an Ecological Impact Assessment	No change.
552	Individual	The place so far needs a real improvement with more public transport for families disabled people and elders. Before we agree on building more habitats into a saturated area	Sustainable transport is one of the key visions for the SPD.	No change.
553	Individual	I love my neighbourhood as it is. I am concerned by the impact such design will have on the surrounding neighbourhood where all can observe longer journeys to work since the closures of many roads during covid.	Sustainable transport is one of the key visions for the SPD. Development proposals should be car free, and provision should be made for sustainable servicing methods for first- and last-minute logistics, cargo bikes and cycle freight. Site-wide masterplans and development proposals should be supported by early stage strategic transport assessments	No change.

No.	Organisation/individual	Summary of consultation comment/issue	Response to comment	Changes proposed to the SPD
554	Individual	This is a projection an no one can guarantee any of this numbers. so why publishing them?	Table 1 shows indicative quantum of different forms of employment floorspace. Further detail on the nature and quantum of intensification will be considered as part of site-wide masterplans and <u>planning applications</u> .	No change.
555	Individual	What is a retail park if not a corporation lead business model. it does not help me with mine at all.	The SPD seeks affordable housing and energy solutions for affordable homes that avoid fuel poverty. Requirements for affordable workspaces and jobs for local people are also set out in the SPD.	No change.
556	Individual	Please do not reduce even more parking. calm down on the which hunt. People driving around for space or hideling while waiting for our children is rubbish. Sort out public transport . Make it reliable, safer, cheaper and pleasant for people to use it. What is a SAANG using terms no one know does not help on giving feed backs MOL compliant?	Sustainable transport is one of the key visions for the SPD. Development proposals should be car free, and provision should be made for sustainable servicing methods for first- and last-minute logistics, cargo bikes and cycle freight. A SANG is a Suitable Alternative Natural Greenspace designed to reduce footfall to Epping Forest	No change.
557	Individual	the language used is complicated and discouraging. other than that its a well marketed pitch	A brief summary will be provided on the council's webpage should the document become adopted.	No change.
558	Individual	I haven't found this document very easy to use and understand - there's too much copy on some pages, the font is too small and it makes the document very hard to read and process.	A brief summary will be provided on the council's webpage should the document become adopted.	No change.
559	Individual	It is as though you made this section as impenetrable as possible while trying to mask the fact with bright colours, images and diagrams. The diagrams are not clear at all - it's as though you don't want us to fully understand the land you are proposing to build on, including the perimeter of the Olympic Park and MOL. It's as though you don't want us to understand that you are building on currently open spaces and proposing to block views of green spaces and MOL with giant skyscrapers. I understand the need for homes but giant skyscrapers have been proven time and time again not be the answer. As I understand it, the borough is not required to build this many homes. Why no build fewer homes with lower buildings so as to respect the existing character of the neighbour and so as to create living spaces and are more conducive to mental health, fostering community and retaining connections with nature? Please put the planet and the community (existing and future residents)	The SPD does not seek development on existing open space but to provide new or improve existing green spaces. A brief summary will be provided on the council's webpage should the document become adopted. A sensitive approach to building heights is sought. The SPD is underpinned by the recently adopted Local Plan 1 and Policy 54 seeks the visual, environmental, functional and cumulative impacts of tall buildings to be considered.	No change.
560	Individual	There is a lot of words without actually be clear on what your plans are. You bury your plans amongst buzz words and false visions. You hide your "vision" amongst so many words. Just tell the reader/local resident what your plans are clearly and forthrightly. I am genuinely unclear on what your vision is - what types of houses are you going to build? How are you going to protect the character of the local neighbour? How are you going to respect nature?	The SPD seeks new homes including affordable housing and energy solutions for affordable homes that avoid fuel poverty. An ecological survey was carried out to investigate potential impacts on the Marshes and the recommendations have been taken forward in the writing of the SPD. Further ecological surveys will be required before to establishing proposals for each site. A brief summary will be provided on the council's webpage should the document become adopted	No change.
561	Individual	No meaningful explanation of how you are you going to ensure that the issues are addressed and that the opportunities are for existing and new residents, rather than for yourselves.	The SPD seeks affordable housing and energy solutions for affordable homes that avoid fuel poverty. Requirements for affordable workspaces and jobs for local people are also set out in the SPD.	No change.
562	Individual	Agree with the objectives. But fail to see how the plans concretely achieve Climate resilience or enhance connectivity. There are a lot of "should" I want commitments that the necessary processes to project nature and biodiversity will be followed. By the way, at this point I still don't know what types of homes you are planning on building. I would imagine the type of home (as side from the materials etc.) is also relevant for climate and biodiversity. Creating a concrete jungle impedes views and connectivity with nature and presumably has a negative impact on how people perceive and value nature. Higher buildings presumably cause <u>issue for birds</u> .	The SPD seeks new homes including affordable housing and energy solutions for affordable homes that avoid fuel poverty. A sensitive approach to building heights is sought. The SPD is underpinned by the recently adopted Local Plan 1 and Policy 54 seeks the visual, environmental, functional and cumulative impacts of tall buildings to be considered. Section 4.1 sets out the requirement for Phase 2 ecological surveys prior to establishing site-wide masterplans and that proposals must be accompanied by an Ecological Impact Assessment.	No change.
563	Individual	Agree with the objectives. But fail to see how the plans concretely achieve this. Needs a better explanation. You do not provide dimensions when setting out the heights of the buildings. This makes it difficult for me to understand precisely whether your plans will create a quality place to live. What about affordable housing? I support extensive affordable housing to create an inclusive <u>area that doesn't just cater for the rich</u>	The detail on heights will be developed as part of site wide masterplans and planning applications. The SPD seeks affordable housing and energy solutions for affordable homes that avoid fuel poverty.	No change.
564	Individual	Agree with the objectives. But fail to see how the plans concretely achieve this. Needs a better explanation. Strongly support the proposal for a cultural hub. Strongly support inclusive and open <u>public spaces as part of the development</u>	Noted with thanks.	No change.

No.	Organisation/individual	Summary of consultation comment/issue	Response to comment	Changes proposed to the SPD
565	Individual	I agree with the proposals relating to the nature, culture, etc. However, how am I to comment on the building proposals when you do not provide proposals as to the heights of the buildings? You refer me to figures 24 and 25 for building heights but these appear to simply set out the relative heights of buildings. Where are your proposals for the actual heights of buildings? I can't comment on your proposals for this site without properly understanding the type of buildings you are proposing to build. I assume this info is contained somewhere but it is not contained anywhere accessible. What type of industry are you envisioning for the site? I do not agree with proposals for 18+ storey buildings. These are bad for mental health (isolation) and access to nature. Also block views to nature and make people feel hemming in breaking connection to nature. Buildings of no more than 6 stories. Planet and	A sensitive approach to building heights is sought. The SPD is underpinned by the recently adopted Local Plan 1 and Policy 54 seeks the visual, environmental, functional and cumulative impacts of tall buildings to be considered. The detail on heights will be developed as part of site wide masterplans and planning applications.	No change.
566	Individual	Retain all the existing trees! These trees are older than any of us and should be retained. In particular, the established cheery blossom trees and beautiful and this time of year. Retention of existing trees "where possible" is not good enough. The trees were here before us, do less harm to the planet than us, and would be here long after we are gone if it wasn't for greedy human intervention	It may not be possible to retain all trees, but the SPD seeks their retention where possible alongside significant enhancements to greening and a biodiversity net gain.	No change.
567	Individual	I do not agree with proposals for 18+ storey buildings. These are bad for mental health (isolation) and access to nature. Also block views to nature and make people feel hemming in breaking connection to nature. Buildings of no more than 6 stories. Planet and community above profit	The SPD seeks affordable housing and energy solutions for affordable homes that avoid fuel poverty. Requirements for affordable workspaces and jobs for local people are also set out in the SPD.	No change.
568	Individual	As I understand it, no proposals to build on this site. There are proposals to build tall buildings right on the perimeter, however. I am against tall buildings on the perimeters of green sites. Makes it difficult to achieve your objectives of bringing nature to the area, etc. Reasons have been stated elsewhere. Any additional sports facilities would have to be well thought through and respectful of the MOL. Planet and community above profit.	A sensitive approach to building heights is sought. The SPD is underpinned by the recently adopted Local Plan 1 and Policy 54 seeks the visual, environmental, functional and cumulative impacts of tall buildings to be considered.	No change.
569	Individual	The document is very long. The lack of a summary or a more accessible overview (either up front or at the start of each of the sections) of the plans impedes democracy by (1) making the process of understanding the views and sharing informed views unnecessarily long; (2) making the process inaccessible for certain people. The diagrams are strikingly unclear again giving the impression that you are impeding the possibility for meaningful engagement. It is incredibly difficult to understand precisely what you are proposing to develop. You have honestly made this so difficult if not impossible for me to meaningfully engage. No idea if you are acting in good faith with the planet's and residents' best interests at heart but the substance and form of your documents give a strong impression that you don't. It's a shame for the democratic process. I am also not clear on how the process seeks to get the views of all interested persons; I hope there is outreach to all parts of the community to obtain complete and meaningful views on the plans.	A brief summary will be provided on the council's webpage should the document become adopted.	No change.
570	Individual	This form seems so obviously designed to dissuade the public to respond, and has been so poorly promoted. I only learnt about the survey on this, the last day, to fill it in. Although I have no doubt if LBWF was collecting money from me they would have ensured I received adequate notice. The sections set out only allow responses to fit into what I assume is a done deal.	We are sorry to hear that you received the document late. The consultation period was 6 weeks and included wide publicity, letter drops, and a drop in session.	No change.
571	Individual	I love the idea of protecting the biodiversity (or reinstating it after the loss of so much through the recent tree felling for bike lanes along Lea Bridge and the removal of Whipps Cross roundabout. Increasing homes in an already crowded area will place more burden on our already stretched services but it's obviously already planned and budgeted for.	Noted.	No change.
572	Individual	Of course the nature focus is positive. Who is it for and how can underrepresented communities really be included. With such short time to fully look into this thanks to the poor communication of this survey I cannot fully answer	Noted.	No change.

No.	Organisation/individual	Summary of consultation comment/issue	Response to comment	Changes proposed to the SPD
573	Individual	Of course we all want to be better connected but not to the detriment of those of us who live on your newly created constantly jammed main routes, as per Cann Hall Rd, E11.	Sustainable transport is one of the key visions for the SPD. Development proposals should be car free, and provision should be made for sustainable servicing methods for first- and last-minute logistics, cargo bikes and cycle freight. Site-wide masterplans and development proposals should be supported by early stage strategic transport assessments.	No change.
574	Individual	Fast, ugly modern builds (in the photo examples) for quick profit. Designed to bring in new, communities with more money, not specifically to benefit or integrate with current community.	The character led examples will be changed.	The architectural references will be amended on p57.
575	Individual	I genuinely hope it does provide jobs for local people. Love the idea of creating a better cultural hub, but not with the current vibe of pitting groups against each other depending on how they need to get to the venues. Not everyone can walk or cycle even within the 15 minute community. Also, I want to be able and encouraged to leave the 15 minute neighbourhood to expand my mind and not just have local places for local people. (Shudder!)	Requirements for affordable workspaces and jobs for local people are also set out in the SPD. Sustainable transport is a key ambition of the SPD. Some parking including for those with disabilities will be sought as part of planning applications.	No change.
576	Individual	This has come a long way since the last consultation. Glad to see environmental factors such as flooding prevention, biodiversity, green space has now been prioritised. Also pleased to see Asda is being retained in the area.	Noted with thanks.	No change.
577	Individual	A new station at Ruckholt Road would be very welcome. Interesting that the road is noted as having low footfall (p28) as I would say this isn't our experience in the daytime. It is quiet at night. Traffic on this road, and particularly due to the single lane the bridge over the railway tracks connecting to Eastway has not been noted. I hope the 'character' outlined on p.33 is vastly better than the most recent developments on Ruckholt Road and Oliver Road. Also pleased to see new cultural centres being identified. However, no mention of other needs of the community, spaces for doctors and dentists.	Noted with thanks. Reference to a proposed health centre will be added.	Section 12.4 will be amended to include the requirement for an integrated health facility.
578	Individual	Re. 5.2.5. Although I'm in favour of improvements to Ruckholt Road for pedestrians, I'd like the council to address the inconsistent cycle lanes and how these have negatively impacted pedestrians and cyclists alike. The pavements are currently narrower, the cycle lane is only dedicated on one side of the road so the other feels unsafe and the junctions are not safe. Alternative routes where cyclists could be diverted down Dunedin road from the Siskin apartments development towards the high road, may be preferable rather than routing all transport on one single road that is already busy with traffic. In the introduction it is noted that bus routes East-West could be improved. This isn't expanded on in this section. I would agree that there are no current routes towards the City or towards Clapton via Lea Bridge. It's very difficult to reach other green spaces and amenities within the same borough such as Walthamstow Marshes and the Lee Valley Ice Centre.	Sustainable transport is one of the key visions for the SPD. Development proposals should be car free, and provision should be made for sustainable servicing methods for first- and last-minute logistics, cargo bikes and cycle freight. Site-wide masterplans and development proposals should be supported by early stage strategic transport assessments.	No change.
579	Individual	Overall pleased with this plan. Good to see green space being created as well as preserved.	Noted with thanks.	No change.
580	Individual	New foot bridge connecting the site to the Olympic park very welcome. Glad to see retail opportunities maintained and the Asda remaining on site as this is a vital store for many low-income families in the area. However, Disappointed to not see plans for a larger retail space for a garden centre or DIY store such as the B&Q we currently have- this will negatively impact the local community's ability to improve their homes and gardens. Pleased to see building heights on the Leyton Mills site addressed to consider residents living on Ruckholt Road. However, I am still concerned about this being given over to residential building rather than community or educational, so the existing houses and gardens will be more consistently overlooked. There could be an opportunity for a green buffer here with planting to the site.	Paragraph 9.9.1 of the SPD seeks the retention or re-provision of existing retail uses where possible. Overlooking impacts would be considered as part of a planning application which will be supported by the Waltham Forest Local Plan. Policy 57 requires new development to respect the amenity of existing occupiers.	No change.
581	Individual	This document is very long and very hard to understand for residents who are not proficient in English. This is particularly important since the report itself identifies the area of containing the highest proportion of immigrant populations in the borough, and a large proportion of disadvantaged groups. A digestible version, and translations should be made available more readily.	A brief summary will be provided on the council's webpage should the document become adopted.	No change.

No.	Organisation/individual	Summary of consultation comment/issue	Response to comment	Changes proposed to the SPD
582	Individual	<p>My main concerns are proposals for Site 1 & Site 4. I don't believe we should be building on these 2 sites. If they are to be developed - they should be an extension of what the area currently offers.</p> <p>Natural grounds and wetlands for people and for wildlife to inhabit together. NOT new residential housing & commercial buildings. Ruining the skyline for what is an incredibly special and tranquil natural space for locals.</p> <p>We should be maintaining the natural landscape Maintaining the current skyline. No one wants to look up on their morning run or with their kids playing soccer in the marshes to see a string of tall buildings in their view & a wealth of unwanted commercial noise.</p> <p>The distance between the marshes and where construction will be needs to be much further afield. It states that buildings will be staggered in height and bf there is a 30m gap between where they will start and the river Lea border. This is too close. Can we please keep building construction</p>	<p>An ecological survey was carried out to investigate potential impacts on the Marshes and the recommendations have been taken forward in the writing of the SPD.</p> <p>Section 4.1 sets out the requirement for Phase 2 ecological surveys prior to establishing site-wide masterplans and that proposals must be accompanied by an Ecological Impact Assessment.</p>	No change.
583	Individual	<p>I don't believe the current sky line should change where the current industrial site sits on site 1. If buildings are to be built directly behind the hackney marshes they should maintain the existing height with a height restriction (in the space directly behind Hackney Marshes.) This ensures that from the marshes you don't see any construction.</p> <p>It also preserves natural light and ensuring new residential areas are naturally lit - unlike the new flats in Stratford & Hackney Wick - where you can walk down many new streets in the dark and be caught in an unwanted wind tunnel. The current sky line should be maintained and clear. Two story height in total.</p> <p>Additionally any new business should be Independent only. No franchises, no big name brands. If it is to truly enhance the local area it needs to maintain local & what is true to Hackney. Local business to support local people and companies. Westfield in an abomination.</p> <p>All construction should be kept to Site 2 - Leyton Mills Retail park. However still maintain a low-rise plan. Only Independent retailers if any. Community based infrastructure only.</p> <p>Places that bring people together without the need</p>	<p>A sensitive approach to building heights is sought. The SPD is underpinned by the recently adopted Local Plan 1 and Policy 54 seeks the visual, environmental, functional and cumulative impacts of tall buildings to be considered.</p> <p>Requirements for affordable workspaces and jobs for local people are also set out in the SPD.</p>	No change.
584	Individual	<p>Work on flood planes very important & ensuring biodiversity and wild life is maintained over commercial enterprises.</p>	<p>An ecological survey was carried out to investigate potential impacts on the Marshes and the recommendations have been taken forward in the writing of the SPD.</p> <p>Section 4.1 sets out the requirement for Phase 2 ecological surveys prior to establishing site-wide masterplans and that proposals must be accompanied by an Ecological Impact Assessment</p>	No change.
585	Individual	<p>Highlighted the awful conditions for walking and cycling the narrow bridge at Leyton Station, combined with the plethora of mobile phone masts, the funnelling of road space and the bus stop at Leyton Mills create.</p>	<p>Sustainable transport is one of the key visions for the SPD. Development proposals should be car free, and provision should be made for sustainable servicing methods for first- and last-minute logistics, cargo bikes and cycle freight. Site-wide masterplans and development proposals should be supported by early stage strategic transport assessments</p>	No change.
586	Individual	<p>I have suggested on two Commonplace maps that this is the golden opportunity to get developers/TFL to find it and for the borough and Leyton to have a gateway befitting of it and for residents of the borough south of the A12 to be able to walk or cycle into our own town centre safely. High Road Leyton and the bridge is a barrier which cuts us off from the rest of the borough. It is dirty, dangerous and not fit for purpose. With a bit of vision a proposal for a cantilever structure exactly the same as at Lea Bridge Station could be introduced or an even greater space created like at the former Walthamstow Gyratory meaning places for people to rest as well as move north south outside the new station</p>	<p>Noted and supported. Work will continue with our Highways team to seek these enhancements.</p>	No change.
587	Individual	<p>With planting this could also help screen us from the emissions from the A12 which blight our part of the borough. It should be considered alongside extending cycle tracks to Drapers Field to connect with the amazing proposals being developed by Newham for Cycle Future Route 6 that will extend to the borough boundary. I'm frankly amazed this isn't part of the plan. There may be good reason I'm not aware of why this isn't in the plans but if there isn't can we please make sure this once in a lifetime opportunity for Leyton isn't missed please</p>	<p>Noted and supported. Work will continue with our Highways team to seek these enhancements.</p>	No change.
588	Lee Valley Regional Park Authority	<p>The Authority welcomes the scope and detail of the Leyton Mills SPD and the process of joint working with officers and other stakeholders that has helped to shape this document.</p>	<p>Noted with thanks.</p>	No change.

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589	Lee Valley Regional Park Authority	The four themes underpinning the Vision and Aims of the SPD are supported, particularly the recognition that "New and improved sports, leisure and recreation facilities delivered within the Lee Valley Regional Park" are an integral part of creating a "quality place to live". Leisure and sporting provision at Eton Manor will also contribute to the Council's aim to deliver a new "cultural destination that will put the new Leyton Mills neighbourhood on the map and benefit the local economy". The Authority also endorses the emphasis within the Vision on protecting open spaces and biodiversity and improving accessibility for walking, wheeling and cycling to enhance connectivity both throughout the area and its immediate surroundings.	Noted with thanks.	No change.
590	Lee Valley Regional Park Authority	The area wide Thematic Guidance is supported in principle in terms of setting planning and design parameters and guidance for development proposals to follow, alongside the site specific guidance. In relation to the Regional Park this should assist in co-ordinating the protection and enhancement of assets such as existing habitats and areas of nature conservation importance, important views out from and into the Park, open and waterside spaces and opportunities to improve pedestrian and cycle connectivity and provision of improved public transport hubs and spaces.	Noted with thanks.	No change.
591	Lee Valley Regional Park Authority	The level of detail set out within the thematic guidance for Climate Resilience and Biodiversity is welcome. The emphasis on the importance of ecological surveys, the protection of sites of importance for nature conservation, and the incorporation of habitat provision at the early stages of design is supported, as is the requirement to achieve the mandatory 10% BNG on site as a minimum, within each development without the use of off-site land.	Noted with thanks.	No change.
592	Lee Valley Regional Park Authority	In particular the Authority endorses the requirement for site-wide masterplans and Outline Planning Applications to be accompanied by a 'Biodiversity Net Gain Design Stage Report' and BNG Strategy that shows how individual plots or phases will deliver a predetermined proportion or percentage of the habitat provision for BNG.	Noted with thanks.	No change.
593	Lee Valley Regional Park Authority	The inclusion of specific guidance under this section to ensure that the layout, heights and massing of buildings avoid shading, disturbance, light spill or pollution that might degrade existing nature conservation value and water quality is endorsed as is the additional detail provided on the need for lighting design, which is to be informed by the Institution of Lighting Professionals and the Bat Conservation Trust. These are all matters upon which the Authority regularly makes comment when considering development proposals that might impact upon the Regional Park and which are likely to be relevant to the proposals for the 3 development sites adjacent to the Park within the Leyton Mills area.	Noted with thanks.	No change.
594	Lee Valley Regional Park Authority	Specific mention is made in the guidance (para 4.1.7) to the need to safeguard a section of the River Lea river corridor alongside the western edge of the New Spitalfields Market site and make this inaccessible to the public at ground level to ensure a significant stretch of the river corridor is free from disturbance. It is noted this would be in association with a 30m green buffer to the Old River Lea and these proposals are supported; they will help to maintain the ecological value of an important wildlife corridor within the Park. It is recommended that as part of the detailed master planning for the New Spitalfields Site enhancements for wildlife are included such as Kingfisher Banks and Otter Holts. Brown roofs are also an important resource and could be included as part of the thematic guidance (under section 4.2.7).	Noted. The changes will be made as recommended.	Amend sections 4.2 and 8.3 to include reference to Kingfisher Banks and Otter Holts. Reference to brown roofs will be added to 4.2.7.
595	Lee Valley Regional Park Authority	The Authority supports the requirement that site masterplans and development proposals should provide for the open spaces and play space needs of development on-site and not rely on off-site provision (4.3.4). As noted in the SPD the Leyton Mills area is partially within the Lee Valley Regional Park (para 4.3) and although the adjacent areas of the Regional Park will have a role in terms of meeting some of the local recreational open space needs of development and the 'new neighbourhood', the remit of the Authority is much wider.	Noted.	No change.

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596	Lee Valley Regional Park Authority	The Authority's aim is to invest in and promote the Regional Park as an accessible, must visit destination for regional, national and international visitors with open spaces and venues designed and managed to enable communities across the region to be more active and healthier. Guidance both thematic and site specific must therefore ensure the provision of a variety of multifunctional open spaces that are accessible and substantial enough to cater for the informal recreation, sport, play, and amenity needs of new residents.	Noted.	No change.
597	Lee Valley Regional Park Authority	The Authority notes the requirement placed on the Regional Park at Eton Manor to provide for Suitable Alternative Natural Green Spaces in line with the Councils SANGS Strategy (SPD guidance 4.4.1.). The SANGS strategy was produced as part of the Local Plan Part 1 Examination. Officers were clear at that time that whilst Eton Manor was recognised as a key site in the growth plans for Waltham Forest which presented both a significant opportunity for future investment in regional sports and leisure facilities as well as open space enhancements, there was further work to be undertaken by the Authority before these opportunities could be fully realised and the detail finalised. As you are aware the Authority is currently engaged in feasibility work to bring forward a new phase of investment focused on the Hockey and Tennis Centre and the wider Eton Manor area as part of a master planning process which will also encompass an accommodation offer on site, improvements to the VeloPark and north QEOP. Early discussions have been held	Noted.	No change.
598	Lee Valley Regional Park Authority	Therefore whilst the Authority is supportive in principle of the SANGS requirement for Eton Manor the projects currently identified in the SANGS Strategy to provide the necessary uplift in visitor numbers must be considered indicative only; it is unlikely they will all be delivered in their current form. This should be clarified in the SPD under both the thematic and site specific guidance.	Sections will be amended to make clear the exact SANG arrangement will be developed in discussion between LVRPA and LBWF.	Figure 37 will be amended to include <i>'The exact arrangement will be developed in discussion between LVRPA and LBWF.'</i> The word <i>'broad'</i> will be added to paragraph 4.4.1.
599	Lee Valley Regional Park Authority	Thematic Guidance set out under the 'A safe and well connected place' highlights the many opportunities to improve connectivity and provide safer routes for walking, wheeling and cycling. In particular improvements to the A106 Ruckholt Rd/Eastway to provide a segregated route for cyclists linking with High Road Leyton, Eton Manor and the QEOP is supported. The concept of a comprehensive improvement scheme along this route incorporating landscaping and greening is endorsed and aligns with the Authority's PDF Area Proposals to promote and enhance both routes into the Regional Park and those between the Regional Park and the areas of the QEOP and Stratford that lie just outside the boundary. The planned accessibility improvements to Leyton Tube Station will hopefully provide an opportunity to set the standard for future public realm and transport related projects, including the potential	Noted.	No change.
600	Lee Valley Regional Park Authority	The proposed improved route network illustrated at Figure 23 should align well with the Authority's plans for Eton Manor and North Wall Road in that the walking and cycling routes shown connecting into Eton Manor use existing routes and open up new connections through to the QEOP and avoid crossing through the middle of the site where sporting activities and development is planned and access may need to be restricted.	Noted.	No change.
601	Lee Valley Regional Park Authority	The SPD provides detailed guidance on building heights, both under the thematic section and through site specific guidance for the three development sites and this is welcomed. It is noted that the SPD area includes sites identified as suitable for tall buildings in accordance with Local Plan Policy 54 Tall Buildings. The Authority recognises the potential for tall buildings to assist in defining new spaces and the interconnection of key routes and transport infrastructure such as the proposals for tall buildings along Eastway and at the intersection with Temple Mill Lane and the new Ruckholt Road station entrance and plaza.	Noted.	No change.
602	Lee Valley Regional Park Authority	There is also a role here through exemplar design and build quality and consideration of visual impact, to use a mix of building heights to announce and define a new gateway into the Regional Park and QEOP at the northern corner of Eton Manor where it meets with the Spitalfields Market site on Eastway, and Temple Mill Lane.	Noted.	No change.

No.	Organisation/individual	Summary of consultation comment/issue	Response to comment	Changes proposed to the SPD
603	Lee Valley Regional Park Authority	The SPD guidance should assist in bringing this forward and it is suggested that a reference is included to the need to for tall buildings to address the gateway concept as part of their design and layout so that views into and out from the Park are enhanced and development set back from the Park edge. This would align with the PDF Area Proposals which seek the development and promotion of a primary gateway into the Regional Park and QEOP from the north east (1.A.1 Visitors). The site specific master planning process will be important to the achievement of this gateway.	Eton Manor is identified as a gateway to QEOP in section 11.5 of the SPD. The nature of the gateway would be considered as part of site-wide masterplans.	No change.
604	Lee Valley Regional Park Authority	The potential for tall buildings of 18+ storeys as proposed within two areas of the Temple Mills Bus Depot site adjacent to the north east boundary of the Park is of concern. Although the Site specific guidance requires tall building proposals to be considered in relation to their surrounding context, including the setting of the Eton Manor site, and to be acceptable to its open spaces, and sporting facilities, there is no upper limit provided on the height of development. 18 storeys plus could have a considerable impact on the Park enclosing the open spaces within Eton Manor and creating a canyon effect that other thematic guidance seeks to avoid (6.3.5). Proposals for the Temple Mills Bus Depot which consist of a re-provided depot for new electric buses with residential development above should specify a building layout which steps down towards the boundary opposite the Park so that lower building heights are positioned nearer the open spaces at Eton Manor.	The Site specific guidance requires tall building proposals to be considered in relation to their surrounding context, including the setting of the Eton Manor site, and to be acceptable to its open spaces, and sporting facilities. Building heights would therefore be considered in detail, and following this criteria, as part of site-wide masterplans and planning applications. The Lee Valley Regional Park Authority would be a statutory consultee.	No change.
605	Lee Valley Regional Park Authority	The Authority endorses the building heights strategy proposed alongside the boundary of Hackney Marshes in the north west of the SPD area where building heights are to step down towards the Old River Lea and Hackney Marshes. The requirement for buildings to be set back and a green buffer of at least 30m from the river bank to be provided as part of any development is supported as this will help minimise impacts on the Park and the ecology of the wildlife corridor along the Old River Lea.	Noted.	No change.
606	Lee Valley Regional Park Authority	The Authority notes and welcomes the statements and guidance in support of enhancing sporting and recreational facilities on site, (guidance text 11.3.2).	Noted.	No change.
607	Lee Valley Regional Park Authority	The illustrative Masterplan for the Eton Manor site Figure 37, should include a notation identifying the Lee Valley Hockey and Tennis Centre. This could sit under Key Opportunity 1. Potential for MOL-compliant enhanced sports provision. This would support references in the SPD to Eton Manor as the site of the Lee Valley Hockey and Tennis Centre 'a world class sports facility', an important emphasis in the context of the site as a whole and the requirements placed upon the open spaces as part of a sporting complex/venue.	Noted and supported.	Lee Valley Hockey and Tennis Centre will be added to Figure 37.
608	Lee Valley Regional Park Authority	It is recognised that the SPD reflects the MOL designation and policy that applies to the Eton Manor site and that guidance has been worded accordingly, for example in terms of consolidating built sporting provision and facilities including parking towards the centre of the site. These references to consolidation of built provision should ensure that the provision of new facilities is included, for example on page 91 and under section 11.3.	Noted.	No change.
609	Lee Valley Regional Park Authority	There is however a layering of designations for this site including policy within the Local Plan Part 1 which should be recognised by the guidance.	Noted.	No change.
610	Lee Valley Regional Park Authority	For example Policy 9. 'South Waltham Forest' point M. supports proposals where they "create opportunities to improve and grow the visitor, sporting and wider cultural offer of the Lee Valley Regional Park and its venues; ...including the Lee Valley Hockey and Tennis Centre, thereby ensuring their long-term sustainability and contribution to the visitor economy of the borough". Policy 82 also supports the Lee Valley Regional Park and the Authority's PDF Area Proposals in which Eton Manor forms part of a zone of sporting excellence within the Park and QEOP to be supported by a diverse range of events serving the local, national and international community.	Noted.	No change.

No.	Organisation/individual	Summary of consultation comment/issue	Response to comment	Changes proposed to the SPD
611	Lee Valley Regional Park Authority	As you are aware from previous discussions in relation to the SPD and Eton Manor, the Authority intends to bring forward proposals for expanding and improving the current sporting, recreational and visitor use of the site in accordance with Local Plan policy and the PDF Proposals as part of a site wide feasibility and masterplan. The Authority is seeking to provide visitor accommodation (and in this case a hotel – a Park compliant use) on site to complement the wider sporting and recreational use of Eton Manor and Olympic Park.	Noted.	No change.
612	Lee Valley Regional Park Authority	The master planning process will be key to identifying the mix, scale, location and design of development on site in relation to the MOL position, the priorities for good growth as set out in Policy 9 for South Waltham Forest and other matters in respect of making better use of the open space on site and enhancing its biodiversity value.	Noted.	No change.
613	Lee Valley Regional Park Authority	The site specific guidance should therefore offer a more balanced position with reference to the Local Plan policy position for sporting and cultural provision in this area of the Borough, the PDF Proposals and the Authority's broader remit for visitor accommodation.	The detail and approach to identifying any development on site in relation to the MOL position will be considered as part of site-wide masterplans.	No change.
614	Lee Valley Regional Park Authority	The SPD Guidance for Eton Manor on open space, biodiversity and water management potentially raises some issues for the Authority. It is based upon the premise that the Eton Manor site offers an opportunity for a significant increase in open space and biodiversity value and can contribute to resolving surface flood water issues in the wider area by providing sustainable urban drainage systems (SUDS) on site.	Noted.	No change.
615	Lee Valley Regional Park Authority	Whilst the Authority will be looking to increase the biodiversity value of the site as a matter of course there is only a finite area of open space available – some of this will form part of the biodiversity offer where public access may need to be restricted to protect habitats, and some will be needed for sporting, events and venue related activities. Hence officers are concerned with the SPD emphasis on the need for Eton Manor to achieve the expectations of the Council's SANGS Strategy.	Noted. Sections will be amended to make clear the exact SANG arrangement will be developed in discussion between LVRPA and LBWF.	Figure 37 will be amended to include ' <i>The exact arrangement will be developed in discussion between LVRPA and LBWF.</i> ' The word 'broad' will be added to paragraph 4.4.1.
616	Lee Valley Regional Park Authority	The SUDs requirement is also an extra 'ask' for the site and unless this can work as part of the habitat requirement identified through the Authority's master planning and future ecological assessment work, it is unlikely to be achievable. Guidance point 11.4.4 should be amended to read as an advisory requirement as follows: Development proposals, and the proposals for public open space and landscaping, must should seek to achieve the expectations of the Councils SANGS Strategy.	Noted. Section 11.4.4 will be amended.	Text saying ' <i>The exact arrangement and approach will be developed in discussion between LVRPA and LBWF.</i> ' will be added to paragraph 11.4.4.
617	Lee Valley Regional Park Authority	The site specific guidance on access and movement is generally in accordance with the Authority's proposals for the site in terms of improving walking and cycling routes into and around the site and connections through to the rest of the Regional Park and Olympic Park.	Noted.	No change.
618	Lee Valley Regional Park Authority	Both Thematic and site specific Guidance requires development proposals to make provision for a new green bridge in the south east of the SPD area connecting Eton Manor with the Leyton Mills Retail Park. It is understood this is one of a number of key infrastructure requirements identified by LBWF to unlock development within the area and is derived from policy in the Local Plan. It is also identified in the SANGS Strategy as "Opportunity for a new bridge link to Leyton Mills Retail Park".	Noted.	No change.
619	Lee Valley Regional Park Authority	Whilst the Authority would be supportive of measures to enhance access and connectivity between the Park and local communities, the provision of a new green bridge over the extensive Lea Bridge Lines Temple Mills Branch railway does not form part of the proposals for Eton Manor and will not be provided by the Authority. It is of concern that this is a mandatory requirement linked to development proposals at Eton Manor as currently worded in the site specific guidance and as shown on the illustrative master plan for Eton Manor. Feasibility work will consider the Council's need for land within the Authority's ownership to accommodate bridge footings and access ramps and how any land take will impact space required for sporting use and biodiversity enhancements.	Noted and supported.	Paragraph 11.5.3 will be amended to ' <i>Development proposals must safeguarding land for bridge footings and access ramps for a new 'green bridge' for walking, wheeling and cycling, connecting the Eton Manor with the Leyton Mills Retail Park site.</i> '

No.	Organisation/individual	Summary of consultation comment/issue	Response to comment	Changes proposed to the SPD
620	Lee Valley Regional Park Authority	The guidance text as it relates to Eton Manor under point 11.5.3 should be reworded as follows and as advisory rather than mandatory: Development proposals must make provision for a new 'green bridge' for walking, wheeling and cycling, connecting the Eton Manor with the Leyton Mills Retail Park site. This includes safeguarding land for bridge footings and access ramps." Development proposals at Eton Manor should safeguard land for the bridge footings and access ramps to accommodate infrastructure provision identified in Section 12.4 'Infrastructure Requirements' for a new 'green bridge' for walking, wheeling and cycling, connecting the Eton Manor with the Leyton Mills Retail Park site.	Noted and supported.	Paragraph 11.5.3 will be amended to 'Development proposals must safeguard land for bridge footings and access ramps for a new 'green bridge' for walking, wheeling and cycling, connecting the Eton Manor with the Leyton Mills Retail Park site'.
621	Lee Valley Regional Park Authority	Guidance on community use of facilities at Eton Manor is advisory but seeks the inclusion of Community Use Agreements as part of development proposals. This will be a matter for the Authority to consider as part of its more detailed viability work. Reference is also made under 11.6.2 to delivering play facilities on site. The guidance text should be amended to refer to 'natural play' which would be more in keeping with the site as follows: Enhanced public open space and natural play facilities should be delivered on the site. These should be fully accessible to the public, and designed to meet the needs of the wider community.	Noted and supported	Paragraph 11.6.2 will be amended to include the word 'natural'.
622	Lee Valley Regional Park Authority	The Authority welcomes the detail provided for the delivery and implementation of the SPD. Officers hope to engage further with the Council on the feasibility work for Eton Manor as this evolves and moves forward to a master planning stage.	Noted.	No change.
623	Lee Valley Regional Park Authority	It is helpful to understand the infrastructure requirements for the SPD area as a whole and to understand the level of investment the Council are seeking to secure. The listed infrastructure requirements for public open space and public realm, cycling and walking network and green and blue infrastructure are comprehensive. The level of delivery in terms of the SANGS requirements for Eton Manor will as previously stated be a matter for future negotiation and discussion once the Authority has made progress with its feasibility work and site wide master plan.	Noted.	No change.
624	Lee Valley Regional Park Authority	The requirement to mitigate recreational pressure on Hackney Marshes is welcome but should also apply to the Waterworks Field area which formed part of the ecological assessment undertaken by the London Wildlife Trust to inform the SPD. This area of the Park shares a boundary with the River Lea and Hackney Marshes and is a short walking/cycling distance away from the Leyton Mills area. The same recreational pressures are encountered such as illegal gatherings, unregulated use of the river for swimming and general anti-social behaviour. Officers from both Hackney Council and the Authority have in the past shared solutions to try and manage these issues across the whole area. The proposal to bring together land owners in this area to help manage and monitor the mitigation for the marshes (and Waterworks Field) is therefore supported provided the appropriate resources are set in place to enable this to happen. The suggestion that this work also include a review of the purpose and function of the WaterWorks Centre and Hackney Marshes Centre is noted. However, the Authority will be	Noted.	No change.
625	Lee Valley Regional Park Authority	The Authority notes the Council's progress to date on the delivery of Ruckholt Road Station which has been confirmed as technically feasible. Proposals for a new station plaza opposite Eton Manor will be a major boost to improving public transport choices for those visiting the venue and sporting events.	Noted.	No change.
626	Lee Valley Regional Park Authority	Finally a number of minor editing amendments are proposed – attached as Table A to this letter. These seek to correct minor inaccuracies in the text or on the accompanying maps and figures.	The amendments will be made as recommended, and further discussion is welcomed in relation to the PEA.	Figure 1, Eton Manor to be relabelled as 4; Thames Water and Lee Valley Ice Centre to be removed from Marshlands and woodlands notation; Waterworks Meadow changed to WaterWorks Field in Figure 9; para 3.3 will be amended to read Epping Forest SAC and the Lee Valley SPA and Ramsar site; page 47 para 2 will be amended to read 'sites of importance for nature conservation'; section 4.4 to be amended to read 'Suitable Alternative'; and para 11.1 will be amended to read MTB trails instead of BMX

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627	London Borough of Hackney	Hackney appreciates the willingness shown by the London Borough of Waltham Forest (LBWF) to engage with and listen to our previous comments. In particular, Hackney would like to thank you for undertaking the Preliminary Ecological Appraisal of Hackney Marshes in Autumn 2023, and whilst we don't believe the measures go far enough, for amending the draft SPD to reflect some of the findings of the appraisal.	Noted.	No change.
628	London Borough of Hackney	Hackney is keen to understand the land assembling process i.e. by private treaty or compulsory purchase, and how this will relate to the level or certainty around the rail station and other S106 contributions.	Discussions around safeguarding land for the rail station are taking place with landowners and will be ongoing. The SPD adds guidance that supports these discussions. The council would welcome a future discussion about the station with Hackney.	No change.
629	London Borough of Hackney	Hackney supports the preparation of the Leyton Mills SPD, which is being developed to help guide changes in this area of strategic importance. Hackney supports sustainable and appropriate growth and the regeneration proposed for the Leyton Mills area. Additional residential, particularly genuinely affordable homes, is welcomed as it helps to alleviate the pressing need for housing felt across London. The Council supports enhancement of Eton Manor including improving the green space around the edge, providing accessible public open space, urban greening and biodiversity for residents and visitors. The aspirations around improving sustainable transport options align with Hackney's priorities, and will support an increase in residential on the proposed sites. The potential new station on Ruckholt Road increases public transport accessibility in an area with poor public transport connectivity and accessibility and could	Noted with thanks.	No change.
630	London Borough of Hackney	The Leyton Mills development proposal would benefit from improvements to the routes between the parts of the development and the surrounding area, with emphasis given to public transport routes and active travel. Major transport infrastructure changes are needed to support such a large redevelopment in the form of connections, highway improvements and bridges. The connection between the Leyton Mills Retail Park site and New Spitalfields Market site could be improved, and the central spine through the New Spitalfields Market site could align with a route through Temple Mills or connect beyond to the Leyton Mills Retail Park site. The route through the Temple Mills Lane site to Leyton Station is long and illegible. It goes via the busy A12. This will mean that the route via Ruckholt and Marshall Road will likely be the shortest and most used connection for pedestrians and cyclists. The route is unpleasant and convoluted, and the SPD should set out how it will be improved. Hackney welcomes improved pedestrian and cycle routes permeability and access through to Hackney and potential opportunities to create better connections to creative/cultural and job opportunities presented in the New Spitalfields Market site plan.	The proposed new bridge link for pedestrians and cyclists between Eton Manor and Leyton Mills Retail Park is anticipated to provide an improved alternative route.	No change.
631	London Borough of Hackney	The New Spitalfields Market Site is immediately adjacent to Hackney Marshes. Hackney Marshes is the most extensive area of Metropolitan Open Land in Hackney, with important areas which the SPD has identified as being especially valuable in terms of biodiversity and ecology. The proposals for the New Spitalfield site is for a new neighbourhood comprising residential, cultural, industrial, distribution, cultural, workspace and retail. The quantum indicated for residential on this site is for around 2,750 of the proposed 5,400 new homes in the SPD area. It is the impact of the proposed scale and quantum of development on Hackney Marshes that is of considerable concern, and needs further considerations.	An ecological survey was carried out to investigate potential impacts on the Marshes and the recommendations have been taken forward in the writing of the SPD.	No change.
632	London Borough of Hackney	The impact of light spill on bats has been indicated as medium in the Preliminary Ecological Appraisal of Hackney Marshes, but with potential for high impact on species such as Daubenton's bat. The various heights of the buildings have been referenced above. The taller elements of the buildings, and the associated light they emit, will be visible beyond the shorter buildings, and this cumulative light will impact on the bats found on the Marshes. It is important that nature conservation guidance in the SPD includes mitigation around cumulative impact. The mention of warm light frequencies and avoidance of uplighting in the SPD is welcome although Hackney would recommend that no external lighting to buildings is used on sides facing the Marshes. The inclusion of integrated blackout shutters could be included on all southerly elevations.	Section 3.3 of the SPD highlights the potential impacts of light spill on bats and identifies how site-wide masterplans, design codes and planning applications for development can avoid or mitigate potential adverse impacts, through measures such as optimising built form, location and orientation of building heights, provision of green buffers free from development, and sensitive lighting design. Section 4.1 sets out the requirement for Phase 2 ecological surveys prior to establishing site-wide masterplans and that proposals must be accompanied by an Ecological Impact Assessment. Specific reference is made to approaches to avoid light spill. The SPD will be amended to include mitigation around cumulative impact	Include the cumulative impacts of development across the entire site under section 4.1 and 8.3.3.

No.	Organisation/individual	Summary of consultation comment/issue	Response to comment	Changes proposed to the SPD
633	London Borough of Hackney	Hackney supports the establishment of a cultural hub on the New Spitalfields Market site, and the potential it offers in establishing a successful new neighbourhood. Music and night-time economy are suggested as part of the cultural hub. It is not clear from the SPD if the intention is to have other cultural and leisure facilities such as restaurants and drinking establishments around to support this, or if this would be a single venue on its own. There is the possibility that people will drive to the area for the night time economy. The impact will have to be managed effectively, particularly due to the residential uses in and around the New Spitalfields Market site. Any impact caused by the people gathering for music and night-time economy, and getting to and from the site, should not be passed on to Hackney Marshes and the sensitive ecology and nature found there. The indicative employment floorspace for the site shows that the cultural hub will be approximately 6,000sqm, and another 3,000sqm of use class 'E'	Noted and supported. The SPD is underpinned by the Waltham Forest Local Plan 1. Policy 44 relates to Evening and Night-Time Economy Uses and section D states ' <i>There will be no significant individual or cumulative adverse effect on the surrounding residential amenity due to noise, traffic, parking, general disturbance or problems of disorder and nuisance.</i> ' Protecting Hackney Marshes is a key ambition of the SPD.	No change.
634	London Borough of Hackney	Hackney supports the preparation of the SPD and the development opportunities identified, and are keen to work collaboratively with Waltham Forest to create an inclusive, sustainable and accessible neighbourhood that will collectively benefit our residents. There are concerns regarding the scale and quantum of development, particularly the impact of the New Spitalfields Market site, on the surrounding environment, including Hackney Marshes and this needs to be considered more fully and better addressed in the SPD. Further work is needed to justify the scale of development, the amenity and ecological element and the impacts should be fully considered through appropriate assessments and impact studies. This work, including a site wide masterplan, should be undertaken in cooperation with neighbouring boroughs and other interested parties.	A sensitive approach to building heights is sought in the SPD. The SPD is underpinned by the recently adopted Local Plan 1 and Policy 54 seeks the visual, environmental, functional and cumulative impacts of tall buildings to be considered. LB Waltham Forest would consult neighbouring boroughs and other interested parties on site-wide masterplans as part of the planning process.	No change.
635	London Borough of Hackney	The SPD suggests that the bus garage facility will be re-provided on a like for like basis, but this would in effect reduce the capacity of the garage as the garaging of electric buses is less spatially efficient than diesel. Additionally this wouldn't allow for the projected increase in bus garaging spaces that are envisaged by the Mayor's transport strategy. Both of these factors could push other sites across east London (including Hackney) to provide the shortfall. Hackney would welcome a discussion on bus garaging with LBWF and TfL if the proposals are likely to impact Hackney in any way. Meanwhile, Hackney residents have been without a direct bus service to the Leyton Mills/ASDA site since the opening of Westfield at Stratford and there has been a long	LB Waltham Forest have been in discussion with TfL and Stagecoach in writing the SPD. Discussions will continue and the council would welcome a future discussion with TfL and Hackney.	No change.
636	London Borough of Hackney	The current consultation indicates that development is ranged from 5-9 storeys next to the Marshes, with other heights across the site at both 10-17 storeys, and also 18+ storeys. Previous documentation for the site has indicated that 18+ equals 30 and 25 storeys. The Leyton Mills Framework document showed 3D views including numerous tall buildings. The SPD does not indicate the maximum height for 18+ and this does not provide sufficient guidance for the site. There are five points on the New Spitalfields Market site where heights of 18+ height are identified as possible. 18+ is very tall in building terms and it appears that a cluster of tall buildings is being created very close to Hackney Marshes in what is predominantly going to be a residential area. The SPD indicates buildings of 10-17 storeys and 18+ storeys all the way along the railway line. This is not consistent with the Draft Skylines Study South Waltham Forest Sites part 1 November 2021, which identified taller buildings at only two points towards the south east of the site. In response to our earlier comments, Hackney is pleased to see that the tallest elements of the new development at the north west end of the site have been set back in the SPD.	A sensitive approach to building heights is sought. The SPD is underpinned by the recently adopted Local Plan 1 and Policy 54 seeks the visual, environmental, functional and cumulative impacts of tall buildings to be considered. The potential impacts of tall buildings were considered as part of the London Wildlife Trust ecological survey and the recommendations have been taken forward in the writing of the SPD.	No change.

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637	London Borough of Hackney	Hackney is pleased to see that recommendations in the Preliminary Ecological Appraisal of Hackney Marshes (Nov 2023) such as 30m and 15m set back and restricted public access to allow for green buffers, and the de-culverting of the water channels have lead to changes to the SPD. Although as previously outlined it does not consider the Preliminary Appraisal was detailed enough to truly understand the impact of the proposals on the ecology of Hackney Marshes. The SPD describes and illustrates buffer zones and discusses relationships between development massing and location, and the biodiversity of the Old River Lea. Buffers are described in text as "at least 15 and 30m" although plans show distances only. Hackney would suggest that these distances are not adequate in creating a meaningful, functional separation between a dense development and an area of wildlife conservation.	An ecological survey was carried out to investigate potential impacts on the Marshes and the recommendations have been taken forward in the writing of the SPD. Section 4.1 of the SPD sets out the requirement for Phase 2 ecological surveys prior to establishing site-wide masterplans and that proposals must be accompanied by an Ecological Impact Assessment.	No change.
638	London Borough of Hackney	If possible it would be helpful to get an understanding of the proposed split between the 'retail / town centre' and the office / workspace elements of the E use class, and how this proposed neighbourhood centre relates to the other non residential proposals in the SPD, in particular the Leyton Mills Retail Park site. 20,000sqm of B2 industrial is planned within the New Spitalfields Market site, including 3,800 sqm of industrial yard space, and a further 10,000sqm of B8 (storage and distribution). With vehicle movements associated with B2, B8 and the other commercial units, the layout and arrangement of the units should be carefully considered due to its close proximity to residential.	Further detail on the breakdown of uses will be considered with site-wide masterplans alongside planning applications.	No change.
639	London Borough of Hackney	Hackney is grateful for the opportunity to provide these comments and look forward to further constructive engagement with Waltham Forest, including agreeing appropriate financial contributions towards Hackney Marshes prior to the finalisation of the SPD so that this is clear to a future developed as per the LBWF's approach in its own Suitable Alternative Natural Greenspace (SANGs) SPD.	Noted.	No change.
640	London Borough of Hackney	This should be included as part of bus development proposals to/from and around the site as part of proposals to improve east-west movements generally. In addition, proposals for the continued and uninterrupted service of Temple Mills Bus Depot should be a priority, which may involve the provision of a temporary bus depot on another site while the development takes place. Regarding the new rail station on Ruckholt Road, Hackney is keen to see more certainty around funding and deliverability and the provision of guarantees of funding and commitment from developers. This is in addition to engagement with and support from Network Rail. The Station proposal will need to be carefully considered and designed to provide good access from Hackney via a convenient bridge connection to the station. Hackney is supportive of the principles in Section 5.5 (Servicing & Delivery) but would like to see further commitment to active and sustainable freight, logistics and micro consolidation.	LB Waltham Forest have been in discussion with TfL and Stagecoach in writing the SPD. Discussions will continue and the council would welcome a future discussion with TfL and Hackney to consider phasing and the approach to construction. Intended proposals for the station would see access provided both east and west of the railway lines to maximise access for all nearby users. As set out above the council would welcome future discussions with Hackney on proposals and funding for the new Station.	No change.
641	London Borough of Hackney	However, buildings up to 17 storeys, and 18+ storeys, are still indicated next to Hackney Marshes at the south east end. Hackney would like the SPD to acknowledge the importance of new development enhancing the Metropolitan Open Land as per London Plan policy GG2, and building heights on site close to Hackney Marshes reflecting this.	A sensitive approach to building heights is sought in the SPD. The SPD is underpinned by the recently adopted Local Plan 1 and Policy 54 seeks the visual, environmental, functional and cumulative impacts of tall buildings to be considered. Paragraph 11.1 references the London Plan policy but incorrectly states it is G3 rather than G2. A further paragraph will be added under section 8.	Amend paragraph to read ... <i>London Plan Policy G2</i> Add paragraph in section 8.8 ' <i>Development should protect and enhance Hackney Marshes MOL in line with Policy G2 of the London Plan.</i> '
642	London Borough of Hackney	This is particularly as the buffer areas are proposed to be well-used. Bearing in mind the leisure and ecological aspects of the Marshes there may be an opportunity to increase the ecological value of the area. The uncovering of Dagenham Brook and reconnection to the river is positive. There are good precedents within London for example at Enfield Albany Park where channelised rivers have been opened up.	Noted.	No change.

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643	London Borough of Hackney	Hackney would suggest that the New Spitalfields Market site proposals could go much further, with the potential to create a new wetland area where the Dagenham Brook meets the Old River Lea and align with LBWF's own Dagenham Brook Restoration proposals. There is no mention of bird striking which kills countless birds. As the Lea Valley is a major nesting area the impact on birds and bats should be mentioned with advice sought for the wording from experts. Trees and tree pits are described as individual pits per tree. Emerging good practice suggests trees are healthier when pits are larger and shared so that roots can interact.	A flood risk assessment took place in support of the Local Plan (Part 1) and further assessment has been carried out in support of Local Plan (Part 2) Site Allocations. A detailed pluvial hydraulic model has been carried out for the Leyton Mills SPD area to assist the development of the SPD. Further assessment of flooding will be considered as part of site-wide masterplans alongside planning applications Paragraph 3.3 highlights that the redevelopment of key sites will need to be subject to detailed ecological surveys (which must be submitted in support of site-wide masterplans and planning applications), and where necessary Environmental Impact Assessments. Minimum sizes are provided for tree pits and would	No change.
644	London Borough of Hackney	This seems like a real opportunity to advance the work of TfL and the respective boroughs' work on micro-consolidation and last mile delivery work. Hackney would be grateful for further engagement and details around transport matters including but not limited to Ruckholt Road Rail Station, Temple Mills Bus Depot, bus services, delivery and servicing, and road safety for travel infrastructure and interventions and improvements to existing links, for example, on the Lea Bridge Road.	The London Borough of Waltham Forest welcome future engagement with the London Borough of Hackney on this issue.	No change.
645	London Borough of Hackney	It is not clear how the impact of height and mass within the New Spitalfields Market site has been assessed. Hackney suggests that exploring best practice examples on working with tall buildings and open spaces would benefit the design of the New Spitalfields Market site. Blackhorse Road redevelopment is a very similar context where tall buildings have been concentrated along the artery leading from Lea Valley to the rest of the town. Hackney suggests that in the SPD main walking routes and primary arteries are defined by uniform height buildings of a scale which has fewer negative impacts in terms of microclimate, overshadowing etc. It is not clear how tall buildings across the development area will aid legibility, or how their impacts will be minimised by their integration into more human-scale development. The only obviously legible location for tall buildings would be around the existing and proposed rail stations. A tall building strategy which minimises the impact of height but also uses height carefully to create legibility should be developed and should be visible in plans. The SPD should acknowledge less successful examples in London where tall buildings have been clustered around stations and how better	A sensitive approach to building heights is sought and site-wide masterplans will be required alongside planning applications. The SPD is underpinned by the recently adopted Local Plan 1 and Policy 54 seeks the visual, environmental, functional and cumulative impacts of tall buildings to be considered.	No change.
646	London Borough of Hackney	The impact of the development proposals for the New Spitalfields Market site on Hackney Marshes will be extensive, significant and sustained and the SPD has a key role to play in guiding development that will come forward as a planning application - firstly by ensuring that the guidance on height, massing, and quantum is appropriate and secondly by ensuring that future proposals are accompanied by appropriate and specific mitigation	A sensitive approach to building heights is sought. The SPD is underpinned by the recently adopted Local Plan 1 and Policy 54 seeks the visual, environmental, functional and cumulative impacts of tall buildings to be considered.	No change.
647	London Borough of Hackney	An intention of the SPD is to create a new neighbourhood at New Spitalfields Market site. It is a large site with potential to accommodate uses including residential and open space. The SPD does not clearly set out how much usable open space is being provided on the site, and whether this is an appropriate level for the number of residents indicated. The provision of green space on site for recreational and ecological purposes should be maximised effectively including the possibility of a new wetland area (see below) in order to meet the needs of the residents. The SPD indicates that green roofs will be located on the roofs of many of the buildings in the New Spitalfields Market site. London Plan Guidance for Urban Greening Factor 2023 sets out that green roofs have a role to play in improving biodiversity dependent on the substrate minimum settled depth. However, green roofs do not offer as much in terms of biodiversity as semi-natural vegetation, and they are not always accessible for people.	Paragraph 8.5.2 states ' <i>Development proposals should provide sufficient new public open space, in terms of both quality and quantity, to meet the needs of the future residents, occupiers and visitors of the site, in order to reduce the recreational pressure on Hackney Marshes.</i> ' The guidance set out in the SPD is expected to achieve a significant Biodiversity Net Gain on the site and exceed the Urban Greening Factor.	No change.

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648	London Borough of Hackney	Hackney does not support the creation of new direct links from the New Spitalfields Market site directly onto Hackney Marshes. The Preliminary Ecological Appraisal of Hackney Marshes Leyton Mills SPD (2023) undertaken by London Wildlife Trust recommended identifying the investment needed in improving the physical infrastructure of parts of Hackney Marshes and securing proportional financial contributions towards its delivery where it addresses the additional recreational pressure caused by redevelopment. Hackney supports the approach set out in the Preliminary Ecological Appraisal, and believes that the best means to achieve that is through establishing a payment system to Hackney for the maintenance of Hackney Marshes on an ongoing basis. This could be secured through S106 agreement. The methodology used in the Waltham Forest Green Spaces and Places SPD Part 1: Suitable Alternative Natural Greenspace (SANGs) September 2022 could offer a way forward for establishing a rate for the payments that should be set out in the Leyton Mills SPD. Hackney would like to discuss with LBWF financial contributions towards improvement and maintenance of Hackney Marshes before the finalisation of the SPD so that the details are	The route identified in the SPD follows recommendations made in the London Wildlife Trust ecological survey. The London Borough of Waltham Forest welcome future engagement with the London Borough of Hackney on the issue and to develop a suitable approach to contributions to help support the protection and management of the Marshes.	No change.
649	London Borough of Newham	Newham is pleased to note that the guidance details a positive strategy for the development of the Leyton Mills area, which reflect Newham's aspirations for increased active travel and public transport connectivity through the Olympic Park and Stratford area. The strong focus on climate resilience and biodiversity and the promotion of a vibrant 24h town centre are also welcomed	Noted.	No change.
650	London Borough of Newham	Newham also support the principle of meanwhile use activation of the sites: New Spitalfields Market; Leyton Mills Retail Park; Temple Mills Bus Depot; and Eton Manor in the Queen Elizabeth Olympic Park. However, we have one concern that the promotion of meanwhile uses inclusive of cultural events and evening and night time activity at New Spitalfields Market. As currently drafted, the approach may lead to overcrowding impacts at Stratford Station as a key local interchange. It may further result in disruption on the regional highways network through people choosing to travel by car, with consequences for the amenity value of Newham residents living along the key routes to the site.	The SPD is underpinned by the Waltham Forest Local Plan 1. Policy 44 relates to Evening and Night-Time Economy Uses and section D states 'There will be no significant individual or cumulative adverse effect on the surrounding residential amenity due to noise, traffic, parking, general disturbance or problems of disorder and nuisance.'	No change.
651	London Borough of Newham	We suggest that the guidance for this site in relation to meanwhile uses activation needs to be considered further, with additional detail added to address: <input type="checkbox"/> The justification for going beyond the strategy set out in the adopted Policy 35C of the Waltham Forest Local Plan (2024), which promotes meanwhile uses on sites in town centres and highly accessible locations. Ahead of the delivery of the new rail station at Ruckholt Road, the PTAL for the site will remain low. <input type="checkbox"/> Guidance for what a suitable scale (e.g. maximum occupancy) for any cultural events and evening and night time activity might be, taking into account potential for cumulative impacts from multiple events co-occurring at other venues in the region, including the Olympic Stadium and other established large-capacity visitor attractions in the area. <input type="checkbox"/> Guidance for how the highways and public transport capacity impacts of meanwhile uses will be identified and managed, including engagement with neighbouring authorities. <input type="checkbox"/> Guidance for the management of safety and amenity impacts (e.g. noise, air pollution) of the	The SPD is underpinned by the Waltham Forest Local Plan 1. Policy 44 relates to Evening and Night-Time Economy Uses and section D states 'There will be no significant individual or cumulative adverse effect on the surrounding residential amenity due to noise, traffic, parking, general disturbance or problems of disorder and nuisance.' Further detail on meanwhile uses will be considered with site-wide masterplans and planning applications. To ensure impacts of day-time meanwhile uses are captured, the SPD will be amended to reference impacts generally.	Section will be amended to include under paragraph 7.6.5 'Meanwhile uses must avoid significant individual or cumulative adverse effect on the surrounding residential amenity due to noise, traffic, parking, general disturbance or problems of disorder and nuisance.'
652	London Borough of Waltham Forest	As there are to be around 6000 to 7000 homes delivered at the Leyton Mills Masterplan Site, are there big opportunities to introduce water saving devices into the new homes, should we be pushing for rainwater harvesting and greywater recycling here maybe it would make a difference, reducing over stress within the Thames Water sewer network?	Rainwater harvesting is referenced in section 4.7.9 of the SPD. Reference to greywater recycling will be added.	Reference to greywater recycling will be added to section 4.7.9

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653	London College of Fashion, UAL	Much of the plan has merits, especially the redevelopment of areas 2, 3, 4 within the Leyton temple mills plan as these area do require attention to make safer and useable. However the plans for building new flats and active spaces next to Hackney marshes in area 1 spital fields zone sounds like a disaster. More homogenous sterile new builds that don't add character but simply create increased global looking infrastructure like the 'exemplar' Elephant park, possibly the most soul less gentrified space in London. Of specific merit is the term - including affordable housing for locals - which sounds like standard development talk to gain but no actual percentage is given of total? 30% at best based on similar builds.	An ecological survey was carried out to investigate potential impacts on the Marshes and the recommendations have been taken forward in the writing of the SPD. Noted.	No change.
654	London College of Fashion, UAL	Although it seems much consideration is being put into maintaining the eco system and wildness of hackney Marshes and the river, inevitably bringing thousands more people in to the area will impact the existing wild and serene qualities with building height and overlooking aspects of the site detrimental to wildlife. A new 'cultural' zone for retail, restaurant and cafe area in Spitalfields (because that's really what Leyton needs is more coffee shops) sounds like a perfect opportunity to further globalize the area with chains or expensive hipster independent shops instead of much needed local community hubs to development education and social needs to existing locals. Instead it comes across as more hybridized retail areas like the evil that is Westfield and surrounding new E20 complex, a corporate mega box of commerciality and	Noted.	No change.
655	London College of Fashion, UAL	I grew up in Leyton, live in Clapton and work in the newly built megalithic East bank in the Olympic park, few of the new builds within these areas are really affordable for locals, the whole point being to gentrify by urbanizing for young mobile professionals moving in to London but not the typical east Londoner who get slowly pushed further out (case in point the demolition of flats on Homerton high st) or 'ghettofied' into smaller estate enclaves. The fact that community and education facilities are only 'potentially considered' rather than a focused priority says everything about the corporate soulless monopoly that the LLDC has become, globalizing architectural trends to homogenize build quality, which we'll likely look back on in 50 years the same way we do to 60s	Noted.	No change.
655	London College of Fashion, UAL	Clearly this must be the priority of the development, especially knowing the impact of the Olympic park development has had on local flood plains and drainage, especially impacting (likely more so as climate change impacts) areas of Leyton and Leytonstone	Noted.	No change.
656	London College of Fashion, UAL	The document is well presented, informative and clear.	Noted with thanks.	No change.
657	Love Lea Bridge resident group	What does making places mean? I do not see that the plans in support the claims: 'Protected, enhanced biodiversity and new green open spaces for well-being and amenity.' Or 'Green and blue spaces that reduce flood risk and respond to the Climate Emergency.' There is the sensitive adjacent area which is a SMINC, so the location of the developments is completely inappropriate. If a genuinely ecological plan was the approach here it would be far superior, and would return some of the New Spitalfields site to marshland, which is what is truly needed to improve flood resilience.	An ecological survey was carried out to investigate potential impacts on the Marshes and the recommendations have been taken forward in the writing of the SPD.	No change.
658	Love Lea Bridge resident group	What exactly is meant with term 'affordable' ? As it is not quantified, it is misleading. The nature and detail of Waltham Forest's Local Plan does not in any way reflect the stated ambitions on p. 10. The greatly increased footfall and associated impacts on the green and blue spaces will be significant and negative. Maximising the number of jobs would mean retaining the Bus Depot as an industrial site. The number of residential units being proposed is disproportionate in nature and number to the requirements of the area. The carbon impact of multiple high-rises will not be 'net zero' as claimed. Thirty storey high-rises are not sympathetic to the openness of the adjacent Metropolitan Open Land and will adversely affect the views and character of the area irreversibly. The social value will also be negative, as there is not the infrastructure to support this increase in population, particularly in a deprived part of the borough. There are already many pressing issues locally which these developments will further exacerbate. This area will not be appealing as it	The definition of 'affordable housing' can be found in our Waltham Forest Local Plan (Part 1) page 309. (https://www.walthamforest.gov.uk/sites/default/files/2024-02/LBWF_LocalPlan_LP1_Feb2024_compressed.pdf) An ecological survey was carried out to investigate potential impacts on the Marshes and the recommendations have been taken forward in the writing of the SPD. A sensitive approach to building heights is sought. The SPD is underpinned by the recently adopted Local Plan 1 and Policy 54 seeks the visual, environmental, functional and cumulative impacts of tall buildings to be considered.	No change.

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659	Love Lea Bridge resident group	Some points are positive: de-culverting the Dagenham Brook and potentially the Fillebrook River; safeguarding land for the delivery of a new rail station at Ruckholt Road (the developments should be contingent on this station being realised); however, it is not enough to 'set out the other community facilities the new community will need, including a new crèche / nursery', these should also be delivered as a condition for the developments and increased population. no one believes these schemes anymore when stating that the housing will be genuinely affordable. The amount of housing (5,400) proposed exceeds the government's own targets for house building required for the borough, and is excessive. It will have a truly detrimental impact on the natural environment and integrity of Hackney Marshes and the River Lea. The increased footfall means the claim that the plan will 'Protect the ecology of existing spaces such as Hackney Marshes and the Old River Lea' is impossible. Again better understanding of the local area is needed, the infrastructure is not there to support such an increase in population.	Noted with thanks. An ecological survey was carried out to investigate potential impacts on the Marshes and the recommendations have been taken forward in the writing of the SPD. A sensitive approach to building heights is sought. The SPD is underpinned by the recently adopted Local Plan 1 and Policy 54 seeks the visual, environmental, functional and cumulative impacts of tall buildings to be considered.	No change.
660	Love Lea Bridge resident group	The document states: "The development sites currently feature extensive existing areas of hard surface. These have limited biodiversity value and increase unfiltered surface water run-off into watercourses, contributing to poor water quality. There is therefore the opportunity for future development to make significant gains in biodiversity, surface water mitigation and the water quality of runoff. Protecting, enhancing, and making opportunities for bringing the local ecology and biodiversity into the development sites through the creation of new multi-functional green open spaces is vital. Improved linkages and routes should be coordinated to enhance this green and blue infrastructure and provide opportunities to improve the east-west connections into the area from surrounding communities." This is partly true. These large residential developments will increase the sewage capacity and drainage requirements for the area, increasing pollution and risk to local people and businesses from flooding. Returning the hard surfacing that exists to rewilded marshland would have overwhelmingly positive ecological benefits, way beyond those claimed from returning a tiny section to greenery whilst retaining the majority of the concrete in order to build high-rise developments. The scale and impact of these buildings is mostly hidden in these documents. We have already lost the slow worms and some other species referred to (on p.24) as existing in the area, due to human impact. This impact will only increase, with the risk that	A flood risk assessment took place in support of the Local Plan (Part 1) and further assessment has been carried out in support of Local Plan (Part 2) Site Allocations. A detailed pluvial hydraulic modelling has been carried out for the Leyton Mills SPD area. These will be made available to applicants. Further assessment of flooding will be considered as part of site-wide masterplans alongside planning applications. The Environment Agency will be a statutory consultee. An ecological survey was carried out to investigate potential impacts on the Marshes and the recommendations have been taken forward in the writing of the SPD.	No change.
661	Love Lea Bridge resident group	Statements relating to improving climate resilience are unfounded. The imposition of housing on flood risk zones next to the River Lea is high risk. Biodiversity will be negatively affected by 7-8,000 people and their pets becoming resident adjacent to the river and marshes. The development is not 'green-first' in any way. The plans should aim for more than 10% increase in BNG, which is the minimal required. It is good that 'Artificial grass and artificial planting must not be provided within any development proposals.' This recommendation should indeed form a key condition of any development: 'Integrated swift bricks and bat boxes must be provided in new buildings, with the number reflecting the size and scale of the development. Other bricks/boxes should also be provided for bats, birds, invertebrates. Boundary fences/walls should be made permeable at multiple points for ground-based wildlife, including hedgehogs, where appropriate.' Consultation from trusted eco experts and local marshes groups must be there.	An ecological survey was carried out to investigate potential impacts on the Marshes and the recommendations have been taken forward in the writing of the SPD. Specific reference is made to habitat provision including swift bricks and bat boxes.	No change.
662	Love Lea Bridge resident group	We must protect the River Lea and surrounding natural environments as much as possible and respecting wildlife- human access being increased to sensitive ecological areas is bad news for everyone.	Noted.	No change.

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663	Love Lea Bridge resident group	It is not acceptable that the infrastructure proposed is identified as an 'opportunity' rather than being promised to be delivered as part of the development. The height of the buildings are wholly inappropriate and are not represented in a visual format that is accessible and to scale. Tall buildings are not suitable for the area and will alienate the landscape entirely, especially as proposed. The significant negative impact on the marshes skyline is indicated in Figure 24. The Green Buffer areas are far too minimal in comparison to the buildings. A 'robust justification for their height and location' has not been provided anywhere in the documents! 'Defining spaces and creating landmarks' are fabricated marketing terms, whilst openness (which these buildings will remove) is a protected characteristic of MOL. The scheme will be highly detrimental to the beauty and mental wellness brought by the existing openness on one side of the natural environments.	An ecological survey was carried out to investigate potential impacts on the Marshes and the recommendations have been taken forward in the writing of the SPD. A sensitive approach to building heights is sought. The SPD is underpinned by the recently adopted Local Plan 1 and Policy 54 seeks the visual, environmental, functional and cumulative impacts of tall buildings to be considered.	No change.
664	Love Lea Bridge resident group	How will high density housing, in a deprived area, limiting industrial use of sites support claims about improving the economy? The focus here is the same as for the rest of Lea Bridge ward - council revenue through council tax, no matter the environmental toll.	The SPD seeks enhancement of Leyton District Centre with improved retail and town centre premises to complement existing uses at High Road Leyton. The mixed use development would be a new neighbourhood made up of a diverse mix of uses including homes, workspaces, industrial, cultural, community and retail.	No change.
665	Love Lea Bridge resident group	Positive to have a 30m green buffer to Old River Lea, with restricted access to the public. But this should be much larger and won't fully protect the fragile habitat and kingfishers in the area, which are highly sensitive to disturbance and are predated most commonly by cats. I agree with any plan to de-culvert (daylight) part of the Fillebrook River for SuDS and biodiversity, which should be a condition of any development. The built footprint of the development is very substantial, so the real carbon footprint and impact will be significant.	An ecological survey was carried out to investigate potential impacts on the Marshes and the recommendations have been taken forward in the writing of the SPD. The SPD seeks zero-carbon developments.	No change.
666	Love Lea Bridge resident group	This will be an overdevelopment.	Noted.	No change.
667	Love Lea Bridge resident group	Should be retained as a site for light industrial use, to support the local economy.	The SPD seeks a mix of uses to achieve a vibrant neighbourhood that is and feels safe at different parts of the day and night.	No change.
668	Love Lea Bridge resident group	The illustrations / diagrams and images are insufficient to truly think on / imagine the plans.	The indicative visualisations in the SPD should help show what the area could look like.	No change.
669	madeWORKSHOP	I wanted to enquire about the possibility of utilising some space on the New Spitalfields Market site as it is being developed? Similar to what has happened in Meridian Water with Bloqs. They utilised an older building for some time before moving into a purpose built unit.	Meanwhile uses will be considered as part of planning applications.	No change.
670	National Highways	We have reviewed the information available on the draft supplementary planning document and have no comment to make at this time however, we will appreciate being kept informed in the future.	Noted.	No change.
671	Natural England	Whilst we welcome this opportunity to give our views, the topic of this Supplementary Planning Document does not appear to relate to our interests to any significant extent. We therefore do not wish to comment.	Noted.	No change.
672	Newsteer (on behalf of Asda)	We are of course encouraged to see Leyton Mills Retail Park identified as one of the four main sites that make up the new Leyton Mills neighbourhood having worked with the Council and key stakeholders in developing the Leyton Mills Development Framework between 2021 - 2022.	Noted.	No change.
673	Newsteer (on behalf of Asda)	Generally, when viewed alongside the other three allocated sites, it is noted that the key opportunities section for each highlight 'potential' opportunities, e.g. 'Potential new Ruckholt Road railway station entrance', 'Potential for MOL-compliant enhanced sports provision' etc. The Leyton Mills Retail Park notes nothing as a potential, but instead simply states 'New Ruckholt Road Overground Station entrance', 'New educational facility', etc. As such, we request the addition of 'potential' to the key opportunities list so that these are possible opportunities that will be explored, rather than overly prescriptive deliverables.	Noted and supported.	The word potential will be added to Ruckholt Road station entrance on Figure 32.

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674	Newsteer (on behalf of Asda)	Specifically, we note point 5 of the key opportunities list highlights the location of 'new Asda supermarket with customer parking onsite (basement or podium)'. Whilst we are supportive of reference to the provision of on site customer parking, we would request that reference to basement or podium be removed, or further flexibility on how the car parking can be provided be built in due to the viability implications of a basement or podium car park. In this regard, it is noted that paragraph 9.6.7 states 'the parking for ASDA should be designed in a way that minimises conflict with active modes, and doesn't have a detrimental impact on the quality of the host building or the public realm. This should be accommodated on site, and could take the form of basement or podium parking' (our emphasis added). We are supportive of this more flexible approach to car parking and consider the	Further flexibility can be added to include upper level parking.	Paragraph 9.6.7 will be amended to include upper level parking.
675	Newsteer (on behalf of Asda)	Whilst the Council's aspirations to potentially deliver a school on site are acknowledged, as this forms part of a borough-wide long-term school-place planning exercise, it is a possibility this aspiration may not be realised. Whilst it is noted that reference to a school within the Leyton Mills Retail Park site specific part of the SPD has been removed (although it is referenced in other parts of the SPD), educational use is still referenced, and given the nursery has been separated out, in our minds, there is only really one other thing that an educational use could be. In addition, we note point 9 of the key opportunities list, highlights the location of a 'new education facility with associated outdoor space'. It is well publicised that LBWF do not have a shortage of school places within the borough, as such no 'new' educational facilities are required. It is our understanding through engagement with the Council, should a school be delivered on site, this would be a replacement school rather than a new school. As such, we would suggest that the use of the word 'new' is misleading and should be removed or better defined. Due to the ambiguity of whether a replacement school would be required in this location, we would request that reference to an educational facility be removed all together and replaced with 'potential community use'.	Noted. The word 'new' will be omitted.	Amend to remove the word 'new' from Figure 23.
676	Newsteer (on behalf of Asda)	It is also noted in section 12.4 that reference is made to the potential provision of a primary school, subject to full and appropriate long term school-place planning, to be located within the Leyton Mills Retail Park. This is echoed on pg. 102 where the supporting text goes onto state 'The allocation policy however is not specific as to the exact nature of the community/education provision, acknowledging the need for flexibility to respond to changing demands and circumstances over the life of the Local Plan and the timescales for development of the Leyton Mills development sites'. Whilst it is noted that a degree of flexibility has been added, which we welcome, we would request that reference to the provision of a school be removed as per the above.	Noted. Amended as above.	School' will be amended to 'education facility' in section 12.
677	Newsteer (on behalf of Asda)	Should it be determined that a replacement school is required, given this would form part of a borough-wide exercise, it is our expectation that whilst the developer may enable the delivery of the school, the replacement school would not be funded by the developer of the site. Pg. 102 however states 'the approach to delivery of the community/education facility will be determined as part of the site-wide masterplanning work for the Leyton Mills Retail Park site when this comes forward, however, it is expected that it will be secured through a legal agreement attached to the relevant planning applications'. We would request that clarity is provided that sets out that this relates to the delivery rather than the funding of the school.	The approach to contributions will be considered in greater detail as part of site wide masterplans and planning applications.	No change.
678	Newsteer (on behalf of Asda)	In a similar regard, it is noted that the draft Site Allocation states 'development proposals should explore a new pedestrian and cyclist bridge link over the railway lines connecting to Eton Manor', whereas the key opportunities list within the draft SPD states 'New walking, wheeling and cycling bridge connecting Leyton Mills to Eton Manor and south to Queen Elizabeth Olympic Park'. Further, paragraph 9.6.3 and 9.6.4 states that 'provision must be made for a new green walking and cycling bridge over the Lea Bridge Lines Temple Mills Branch railway to the northwest of the A12 road connecting the southern edge of Leyton Mills Retail Park site and the Eton Manor site' (our emphasis). We would request that in line with the draft Site Allocation, similar flexibility is applied here.	The bridge link is essential to reducing severance and improving sustainable transport in the area.	No change.

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679	Newsteer (on behalf of Asda)	In line with the draft Site Allocation, the indicative land uses are proposed as a minimum of 41,000sqm of non residential floor space and approximately 1,950 high quality homes including affordable homes. We would suggest that the 1,950 should also be a 'minimum' target rather than an approximate target.	Indicative capacity is the preferred way of describing floor space.	No change.
680	Newsteer (on behalf of Asda)	Table 1 and 3, set out the indicative employment floorspace to be delivered at Leyton Mills Retail Park. Whilst this is only 'indicative', in this regard, a balance must be struck between what is aspirational and what is deliverable. As a consequence, we would recommend that the proposed allocation deliverables should not be too prescriptive at this stage of the process, but that it allows flexibility.	Table 1 and 3 show indicative quantum of different forms of employment floorspace and therefore is considered flexible. Further detail on the nature and quantum of intensification will be considered as part of site-wide masterplans and planning applications.	No change.
681	Newsteer (on behalf of Asda)	It is important to emphasise that the current 24 hour, circa 45,000sqm store, provides a key main food shopping destination and home shopping delivery service for the local area, and therefore, the baseline for any re-provision will need to be equivalent in terms of offer and operation. In this regard, paragraph 9.9.1 is noted as stating 'this is expected to include an equivalent sized Asda', which we support. However, the indicative supermarket floor area provided within Table 3, then contradicts this. We would suggest this indicative floor area is removed and would emphasise that the redevelopment would include an equivalent sized Asda.	Future proposals should be informed by the requirements of owner or leaseholder at that point in time and up to date assessment of retail needs A smaller store could support 15 minute neighbourhoods and would be suitable for access by sustainable modes of transport.	Paragraph 9.9.1 will be amended to align with Tables 1 and 3 that set out capacity.
682	Newsteer (on behalf of Asda)	For a redevelopment of this size and nature, viability is a key consideration in what can be delivered, and how / when it can be delivered. Continuity of trade is paramount for this opportunity and whilst ideally, the new Asda store would be delivered as part of the first phase of development it is important to note the cost implications of building a new store and the impact it has on a project cashflow, the fitout cost of the new store and the subsequent negative impact on trade throughout the development. Given these implications a more innovative approach to the delivery of the site may be required. For example, considering options such as developing the existing car park as a first phase so that the re-provision of the Asda store can be facilitated at a latter stage. Whilst the SPD recognises that development may come forward on the two landholdings at different times, we would request that wording be added that recognises delivery may need to be phased	The SPD does not preclude phasing to facilitate re-provision of the Asda store. Further detail on phasing will be considered as part of site-wide masterplans alongside planning applications.	No change.
683	Newsteer (on behalf of Asda)	Section 12.6 of the SPD requires Asda and Aviva to work together to develop a site-wide masterplan and design code for the whole site prior to the first applications being submitted. Whilst we acknowledge the Council's request and agree that masterplanning the site as a whole would be a sensible approach, given Asda is at a more advanced stage compared to Aviva, and given Asda would always require an operational store, it may be that Asda need to proceed with the submission of a detailed application on their site, with the supporting application documents demonstrating how the proposals will not preclude or frustrate future development on the adjacent superstore.	Noted.	No change.
684	Newsteer (on behalf of Asda)	In this regard, we refer to the Leyton Mills Development Framework which acknowledges that the Asda and Aviva sites may come forward under separate applications. The Gant chart provided within the Framework provides an indicative programme for the development of Leyton Mills Retail Park. It is acknowledged that the programme has since moved on, so we have set out below an indication of Asda's current timescales: <ul style="list-style-type: none"> • Detailed briefing and design team procurement (3-6 months) • Surveys (3-6 months) • Detailed application for Asda Site (24 months) • Assumed Phase 1 – Asda Store (24-36 months) • Assumed Phase 2 – community and residential on Asda Land (36-48 months) 	Noted.	No change.
685	Newsteer (on behalf of Asda)	The key throughout construction will be to ensure that our client can continue to operate and serve their customers within the local community. This will be achievable through the provision of a detailed phasing plan which will be jointly agreed between our client and the delivery partner.	Noted.	No change.

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686	Newsteer (on behalf of Asda)	We are encouraged to see the site coming forward as one of the four main sites that make up the Leyton Mills Retail Park. We would, however, recommend that the proposed 'deliverables' and 'opportunities' should not be too prescriptive at this stage of the process but that it allows flexibility. The key is recognising that the potential opportunities will of course be subject to viability.	Noted.	No change.
687	Newsteer (on behalf of Asda)	We support the overall direction of the SPD and would welcome the opportunity to continue our ongoing engagement and collaboration with the Council in the interesting of producing a short, <u>medium and long term solution for this site.</u>	Noted.	No change.
688	NHS NORTH EAST LONDON ICB - A3A8R	Within section 12.4 Infrastructure Requirements, Social and community infrastructure can an additional bullet point please be placed with the current specifically noting health. If this can kindly read: -A proposed new health centre located within the Leyton Mills Retail Park site. This is inline with previous communication issued to LBWF in 2023. We understand from the document that: "On-site infrastructure will be provided by making land available within the relevant development sites with options for direct delivery by the relevant landowner/developer or financial contributions, where appropriate, from one or more plots/developers to enable sufficient funds to be pooled for direct or third party delivery. In each case, this would be secured through an appropriate legal agreement." And that NHS infrastructure is also accounted for	Noted. Reference to a proposed health centre will be added.	Section 12.4 will be amended to include the requirement for an integrated health facility.
689	Santec UK Ltd (on behalf of Aviva)	We confirm our Client shares the Council's ambition for the site to be redeveloped as part of a mixed-use scheme and supports preparation of the SPD, in principle, in order to guide future development proposals and aid the <u>delivery of the new Leyton Mills neighbourhood</u>	Noted.	No change.
690	Santec UK Ltd (on behalf of Aviva)	We consider that the SPD should be sufficiently flexible to account for detailed design considerations, scheme viability and market demand to ensure the document is capable of responding to changing circumstances. This will enable the appropriate range of uses to come forward in the most suitable locations within the Retail Park and wider SPD area. We welcome the Council's approach to the SPD with the inclusion of illustrative plans which show one way, but not the only way, the sites identified for redevelopment could come forward. In this context we suggest that all Figures contained within the SPD are labelled as illustrative for consistency and clarity. This should also be applied to Figures 22 to 26	Noted and supported.	The word illustrative will be added to Figures 23, 23, 24, 25 and 26.
691	Santec UK Ltd (on behalf of Aviva)	9.2 Key Opportunities (and 5.2, Walking, cycling and wheeling) We note the identification of a new 'green bridge' connecting Leyton Mills to Eton Manor and south to Queen Elizabeth Olympic Park. Based on Figures 32 and 33 the proposed new bridge appears to land within the Aviva site. While our Client supports the green bridge proposal in principle, further details should be provided regarding the land requirements, timing and funding arrangements for the new bridge, to ensure that it does not impact delivery of the <u>redevelopment of this site.</u>	Noted and agreed. Further development and consideration for the new bridge will be established in discussion with Aviva alongside site-wide masterplanning.	No change.
692	Santec UK Ltd (on behalf of Aviva)	9.3, Open space and biodiversity (and 4.4, Suitable Alternative Natural Green Space (SANGs) We support the Council's aspiration for a significant increase in green landscape and biodiversity areas, particularly given the Retail Park site is currently characterised by a large amount of hardstanding. Paragraph 4.4.1 sets out that site-wide masterplans and development proposals for Leyton Mills Retail Park must provide SANGs at specific, identified locations, as illustrated on Figure 32. However, given that a layout for the site is yet to be advanced and Figure 32 is an illustrative masterplan, it is premature to refer to this as a specific, identified location, prior to a planning application being progressed. Whilst we generally support the provision of SANGs with the aim of providing alternative green space to attract people away from Epping Forest, the SPD must allow for flexibility to ensure that provision is made in the most suitable locations.	SANGs are essential to mitigating the impacts of development from recreational pressure on the Special Area of Conservation in Epping Forest, and are a crucial principle set out in the Waltham Forest Local Plan. The Leyton Mills retail park site has been identified as a suitable location for a SANG in the Waltham Forest SANGs Strategy which forms part of the evidence base for the Local Plan (Part 1). It is considered essential that a SANG is achieved on the Leyton Mills retail park to support planned growth, however detail on its specific location will be provided as part of the site-wide masterplanning and planning application process.	No change.

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693	Santec UK Ltd (on behalf of Aviva)	<p>9.8, Building heights (and 6.3, Building heights)</p> <p>We consider the Aviva site to be suitable for tall buildings subject to detailed design considerations, given that the sustainability credentials of the site, being located immediately adjacent to Leyton Underground Station to the north-east and the proposed new train station at Ruckholt Road to the west. In terms of the latter, whilst it appears that this is not in the proposed Aviva site, further information should be provided in relation to land requirements.</p> <p>The suitability for tall buildings is consistent with the LBWF Policies Map (see image below), which identifies the entirety of the site as being 'locations potentially suitable for Tall Buildings'. The black dots shaded area denotes the locations potentially suitable for tall buildings.</p>	The site is considered potentially suitable for tall buildings that will be subject to Policy compliance with Local Plan (Part 1) in particular Policy 54 that seeks the visual, environmental, functional and cumulative impacts of tall buildings to be considered.	No change.
694	Santec UK Ltd (on behalf of Aviva)	<p>With regard to the Aviva site, Figure 25 at 6.3, Building heights (Building heights strategy plan) provides an indication of suitability for a range of building heights, including potential for buildings of 18+ storeys. We consider that the plan should include greater flexibility to allow the potential for more tall buildings or alternative locations within the site to be considered, subject to detailed design testing. The supporting text accompanying Figure 25 supports this stance, setting out there are opportunities for tall buildings alongside the A12. Additionally, we note that Figure 25 indicates that building heights should step down closer to existing neighbourhoods to protect amenity, with reference to a different part of the Retail Park, given the Aviva site does not adjoin existing neighbourhoods, it is considered an appropriate location for taller buildings. The site's capability to provide higher density accommodation, given the lack of a sensitive edge, would positively assist in meeting the Council's development needs.</p>	A sensitive approach to building heights is sought. The SPD is underpinned by the recently adopted Local Plan 1 and Policy 54 seeks the visual, environmental, functional and cumulative impacts of tall buildings to be considered. Figure 25 is illustrative and therefore allows flexibility.	No change.
695	Santec UK Ltd (on behalf of Aviva)	<p>Additionally, we note that the London Plan 2021 (paragraphs 2.1.29 to 2.1.33) identifies the new Leyton Mills neighbourhood within the Lee Valley Opportunity Area, as London's largest Opportunity Area, which is capable of delivering a range of development opportunities for higher density development.</p>	Noted.	No change.
696	Santec UK Ltd (on behalf of Aviva)	<p>9.9, Land use (and 7.1 Employment floorspace/ Figures 32 and 33)</p> <p>We note the Council is aiming to facilitate the delivery of over 40,000 sqm of high-quality office, industrial or warehouse floorspace in addition to over 30,000 sqm of cultural, community and retail floorspace as part of the new Leyton Mills neighbourhood. We also note and support the Council's aspirations to deliver approximately 1,950 high quality new homes, at the Retail Park site. The Aviva site is well placed to significantly contribute to this housing delivery, particularly given the suitability for taller buildings to be delivered in this location within the wider Retail Park site, as noted above.</p>	Noted.	No change.
697	Santec UK Ltd (on behalf of Aviva)	<p>With regard to employment floorspace, we note the indicative quantum set out in Table 1 of the SPD, and Figure 33 which shows the potential location of land uses.</p>	Noted.	No change.
698	Santec UK Ltd (on behalf of Aviva)	<p>As noted above, the SPD will need to be sufficiently flexible to respond to changing circumstances, which include reflecting detailed design matters, market demand and viability considerations, at the time that sites come forward for redevelopment, in order to ensure the SPD does not unduly restrict the proposals, and to allow for flexibility to ensure suitable uses, come forward in a timely manner. In this regard we support the approach taken by the Council with the inclusion of illustrative plans which show one way, but not the only way, the sites identified for redevelopment could come forward, but maintaining flexibility regarding the specific uses and quantum of floorspace within each site or part thereof.</p>	Figure 32 is illustrative and therefore provides flexibility.	No change.

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699	Santec UK Ltd (on behalf of Aviva)	12.1, Site-wide Masterplans and Design Codes & 12.6, Phasing (and 1.7, The purpose of the SPD and 6.1, Characterful buildings and spaces) We note the expectation set out in the SPD for a comprehensive site wide masterplan and design code to be prepared for the Retail Park site. As noted in the SPD, the Retail Park site is in different ownerships, the land ownership boundary bisects the Retail Park site northeast to southeast and the pattern of landownership means that the proposals are likely to be brought forward separately and at different times. While Aviva endeavours to work collaboratively with the adjoining landowner, in order to not frustrate development and delay its delivery, the SPD must allow flexibility to enable each site to be delivered independently. In this regard we note that layout, access for construction and operation, and infrastructure provision will need to be carefully considered, to ensure development on one landholding does not prejudice or frustrate	Noted.	No change.
700	Santec UK Ltd (on behalf of Aviva)	3.14, Land ownership Figure 20 (Land ownership plan) shows the key land ownerships within the SPD area. However, we note that Aviva's land interests are incorrectly shown in relation to the north-eastern boundary of the site, and should be revised to reflect the correct ownership position as shown in Appendix 1.	Thank you for the clarification.	The SPD will be amended to reflect the ownership plan provided.
701	Santec UK Ltd (on behalf of Aviva)	7.4, Affordable workspace We note that paragraph 7.4.1 sets out that proposals for Leyton Mills Retail Park should deliver on-site affordable workspace and that contributions for off-site affordable workspace will not be acceptable. We consider that there should be flexibility to make contributions for off-site provision in certain circumstances. For example, it may be considered more appropriate to concentrate on-site provision at or near protected employment locations. In addition, viability considerations will need to be taken into account when determining the final mix of land uses to be delivered on a site.	Affordable workspace is considered an important part of major mixed use developments in town centres and in Strategic Locations as set out in the Waltham Forest Local Plan (Part 1) and Policy 32 .	No change.
702	Santec UK Ltd (on behalf of Aviva)	12.7, Biodiversity Net Gain (and 4.2 Trees, urban greening and biodiversity net gain) We note the Council sets out that given the size of the development sites, masterplans and development proposals will be expected to deliver 'a BNG which substantially exceeds the mandatory 10%'. This is inconsistent with the new regulations which build on the BNG provisions contained in the Environment Act 2021 and require that developers must deliver a minimum 10% BNG in the context of their developments. Accordingly, the SPD should be amended to set the minimum BNG requirement at 10% for consistency with the new regulations.	Noted and supported.	Section 4.2.5 will be amended to replace the word 'expected' with 'encouraged' and will read: <i>'Given the size of the development sites and their existing use and condition, masterplans and development proposals will be encouraged to deliver a BNG which substantially exceeds the mandatory 10%.'</i>
703	Save Lea Marshes	The language is misleading and hyperbolic. You say this should take 15 minutes to answer. It is impossible to even read and prepare the most basic answers in 15 minutes and it is an indication of the fantastic nature of this development that anyone could think this can be responded to in any meaningful form in 15 minutes! Inevitably I will be repeating myself as the introduction includes a number of claims about what the project will do. These claims are reiterated in different forms throughout the document. The first point that needs to be made is Waltham Forest is cramming more and more people into the already most deprived and overcrowded part of the Borough. Its objective is to raise council tax revenue. This massive project will further stretch already stretched resources. It is impossible to create fifteen minute neighbourhoods when resources are so overstretched. To create fifteen minute neighbourhoods there have to be small local parks. Apart from the green spaces along the west side of the Borough, much of which are in Hackney not Waltham Forest, there are no small green spaces in central parts of the south of the Borough. So it is impossible to provide this kind of resource for those in the more central part of the south of the Borough.	The SPD sets out guidance for the development of the Leyton Mills area and includes new publicly accessible green spaces within sites. This is part of the wider planned sustainable growth for the borough set out in Local Plan (Part 1).	No change.

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704	Save Lea Marshes	This is just one of several massive developments happening in this part of the Borough. This overcrowding will further harm the health of those living in this part of the Borough as resources are stretched. Waltham Forest claims to be tackling health inequalities which are worst in this part of the Borough. Far from reducing these inequalities these developments will make them worse as overcrowding and deprivation are made worse. Once again, a fifteen minute neighbourhood requires there to be adequate services in a neighbourhood. By cramming so many more people into an already crowded and deprived area make this an impossibility	Noted.	No change.
705	Save Lea Marshes	The idea that you can improve and enhance biodiversity under such circumstances is absurd. The reality is blue and green resources will be overwhelmed with the vast new population. Of course, within the narrow confines of the sites, which are mainly concreted or tarmacked over it is possible to produce such improvements, but the issue is the wider impact on rivers and green spaces of a massive increase in population. In the case of the Lea Bridge Station the LVRPA warned that that site would harm the Marshes with its tall buildings harming the sense of openness and the increase in footfall harming the green space, but they kept that to themselves and just took the S106 money! These developments are on an altogether different scale! However, the Council is committed to these developments so this consultation is essentially pointless as there is no chance that any of these points will be heard.	An ecological survey was carried out to investigate potential impacts on the Marshes and the recommendations have been taken forward in the writing of the SPD.	No change.
706	Save Lea Marshes	To place such an enormous new population (the size of which is not actually declared) next to vulnerable green and blue spaces, including the SMINC on HACKNEY Marshes is harmful. It would seem the total population could be around 15,000 with more than half of that at New Spitalfields and the Bus Depot. There are other developments all along the east side of the Marshes creating a wall of towers all along the east edge of the Marshes and adding yet more pressure on green spaces which are supposed to provide for people's mental and physical well being. The extra population will harm the green spaces, the tall buildings will reduce the sense of openness and the blue spaces will be harmed by people swimming and partying, as already happens on a much smaller scale. The scale of the developments will further stretch water resources and add to the problems of water pollution, sewage and general rubbish in both rivers and green spaces. To talk of enhancing such spaces is simply extraordinary. The idea that wildlife in such spaces can be protected is astonishing. The sites next to the Marshes will include towers of up to 30 storeys, once again not declared in this document but stated in previous draft skyline studies. So an enormous new population with massive buildings right next to vital green and blue spaces impacting on the sense of openness and massively increasing footfall on a SINC already badly damaged by swimmers and party-goers.	An ecological survey was carried out to investigate potential impacts on the Marshes and the recommendations have been taken forward in the writing of the SPD. A sensitive approach to building heights is sought. The SPD is underpinned by the recently adopted Local Plan 1 and Policy 54 seeks the visual, environmental, functional and cumulative impacts of tall buildings to be considered.	No change.
707	Save Lea Marshes	These spaces will be selling points for developers and flats will go for high prices. The sites will attract traffic worsening air pollution near the Marshes. It is claimed the projects will be, to some extent, car free. To sell expensive flats garages will have to be provided for at least some of the residents. There will be a very considerable amount of delivery traffic, generated in part by the fact that there will not be so many cars on site. Shops and facilities such as schools in these developments will attract visitors further adding to the traffic the sites themselves will generate. Considerable investment in public transport will be needed to meet the needs of a, relatively, car free population of this size. Ruckholt Road already has a severe bottleneck. New traffic jams will build up. If there is a new station Ruckholt Road will face massive movements of people trying to get across this road, adding to the congestion. However, there is a good chance the station will not be agreed as Stratford Station is already overcrowded (a continuing theme with these developments in this part of the Borough) in which case the Central Line will be overstretched with masses of new commuters and people moving through the streets to get to that station. Optimistic claims are made for public transport investment. In reality, bus routes are being cut and there is no indication that the necessary investment in new bus routes would be forthcoming.	Sustainable transport is one of the key visions for the SPD. Development proposals should be car free, and provision should be made for sustainable servicing methods for first- and last-minute logistics, cargo bikes and cycle freight. Site-wide masterplans and development proposals should be supported by early stage strategic transport assessments.	No change.

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708	Save Lea Marshes	<p>This document appears to claim that these developments will in some way alleviate flood risk. It is not explained how this will happen. The reality is the opposite. This is an extremely high risk area for flooding. New Spitalfields and the Bus Depot in particular are in the most dangerous locations. We are already in the climate emergency. We have already experienced unprecedented heat, which has been described as 'high impossible' by meteorologists. We are already experiencing flooding which is causing long term harm to farming areas. It is not alarmist to predict extreme flash flooding in a river valley like the Lea Valley. These developments pose a risk to life. They will be here for decades right at the height of the climate emergency. If, as seems unlikely at the moment, the world manages to get to grips with the climate crisis it will still take decades before things come back under control. They will get worse before they get better meaning these sites will be there during the worst period of this emergency. There is no sense of urgency or any kind of realisation of the risk involved in this document. Of course the worst may not happen. However, risk assessment is about understanding how likely it is to happen and the likelihood is increasing with every year. The kind of comments make in the two attached articles make it plain we are living in extraordinary times</p> <p>https://www.theguardian.com/environment/2023/jan/18/outlook-terrifying-tv-weather-presenters-on-the-hell-and-horror-of-the-climate-</p>	<p>A flood risk assessment took place in support of the Local Plan (Part 1) and further assessment has been carried out in support of Local Plan (Part 2) Site Allocations. A detailed pluvial hydraulic modelling has been carried out for the Leyton Mills SPD area. These will be made available to applicants. Further assessment of flooding will be considered as part of site-wide masterplans alongside planning applications. The Environment Agency will be a statutory consultee.</p>	No change.
709	Save Lea Marshes	<p>Once again, it is hard to understand how building enormous new developments right next to vital green and blue spaces can improve biodiversity and climate resilience. We need to protect green and blue spaces to combat air pollution, flood risk, city heat and to provide resources for our mental and physical health. Pouring enormous amounts of concrete and introducing enormous new populations into such vulnerable locations can only achieve exactly the opposite result. Of course the sites themselves can be greened as they are already entirely concreted over. However, such very localised benefits will be overwhelmed by the scale of the developments and will harm neighbouring green and blue spaces. The blue spaces at the Old River Lea are already overwhelmed by existing, much smaller groups of</p>	<p>An ecological survey was carried out to investigate potential impacts on the Marshes and the recommendations have been taken forward in the writing of the SPD.</p>	No change.
710	Save Lea Marshes	<p>It was suggested during the consultation at ASDA that this could be resolved by marshals patrolling the area. This would mean round the clock surveillance. PSPOs to date have achieved absolutely nothing in terms of preventing or limiting the damage. The SMINC where party-goers and swimmers congregate is already denuded and wrecked. The banks on both sides of the river are bare. How much more vulnerable will these spaces be when thousands of new inhabitants can access these spaces when these neighbourhoods are built right next door. The existing users are travelling from further afield yet have already wreaked havoc. These populations will be right next door. They can cross onto East Marsh and Eton Manor directly while a short walk across the White House Bridge will take them onto the river bank of the Old River Lea and up the</p>	<p>An ecological survey was carried out to investigate potential impacts on the Marshes and the recommendations have been taken forward in the writing of the SPD.</p>	No change.
711	Save Lea Marshes	<p>It will also be impossible to prevent people accessing the river from East Marsh. Of course this is all in Hackney! Eton Manor is a small space which will be overlooked and overshadowed by the towers at the bus station and overwhelmed by the neighbouring residences. However, I would expect most to prefer to head over to the larger and more interesting Marshes with the river and its pleasant riverside walks. This will be a playground for this enormous new population. A sense of openness and freedom is important for people's enjoyment of these spaces. Large crowds and tall buildings will severely harm this natural environment, although given Waltham Forest's predilection for dismissing these spaces as man-made maybe calling them 'natural' is an error.</p>	<p>An ecological survey was carried out to investigate potential impacts on the Marshes and the recommendations have been taken forward in the writing of the SPD.</p> <p>A sensitive approach to building heights is sought. The SPD is underpinned by the recently adopted Local Plan 1 and Policy 54 seeks the visual, environmental, functional and cumulative impacts of tall buildings to be considered.</p>	No change.

No.	Organisation/individual	Summary of consultation comment/issue	Response to comment	Changes proposed to the SPD
712	Save Lea Marshes	These will not be well-connected in terms of transport. It is entirely unclear what public transport will be available. Of course, as with the green and blue spaces the opportunities for cycling across the Marshes will be welcome for those living there. However, Ruckholt Road is a bottleneck and possibly dangerous for cyclists and pedestrians given the large numbers that will be crossing the road to get to the station (unless an underpass is built, which will also be crowded in rush hours) or walking to Leyton Tube. All in all this is going to be jammed up junction and bridge at Orient Way. In addition there is the turn into Lepton Mills area to add to the congestion	Sustainable transport is one of the key visions for the SPD. Development proposals should be car free, and provision should be made for sustainable servicing methods for first- and last-minute logistics, cargo bikes and cycle freight. Site-wide masterplans and development proposals should be supported by early stage strategic transport assessments.	No change.
713	Save Lea Marshes	New Spitalfields and the Bus Depot in particular will be trading on their proximity to the Marshes and the Old River Lea. This is a benefit supplied by Hackney. It is an inappropriate location for such a massive development. The Bus Depot development is likely to be extremely cramped if it is to share the site with the buses. This is entirely exploitative of the situation being so close to the green and blue spaces and no doubt properties will command high prices and high rents. As already stated, this is the most overcrowded and deprived part of the Borough yet it is the location of most of the planned developments. The document is full of fine language about high quality design and such like. The reality will be that services will be even further stretched. Some people will indeed enjoy a high standard of living in these developments but the project, in an overall sense, will do damage to the quality of life of people in this part of the Borough and will harm vital green and blue spaces.	The SPD sets out guidance for the development of the Leyton Mills area and is part of the wider planned sustainable growth for the borough set out in Local Plan (Part 1). An ecological survey was carried out to investigate potential impacts on the Marshes and the recommendations have been taken forward in the writing of the SPD.	No change.
714	Save Lea Marshes	The irony is these sites are already important for the local economy. In the case of New Spitalfields it is important to note that its present use is beneficial in that those visiting the site do so at times when they do not add to existing traffic jams as they operate early in the morning before traffic gets going and much of the traffic is then carried away on the motorway rather than going into neighbouring streets. These developments will draw in much more local traffic. Leaving the New Spitalfields and Bus Depot sites as industrial sites allows them to derive advantages from the proximity of the motorway and connections with other parts of the country. The purpose of these developments is to raise council tax from residential development, the employment benefits are secondary and incidental.	The CoLC has established the Markets Co location Programme ('MCP') and have the aspiration to move New Spitalfields Market. Sustainable transport is one of the key visions for the SPD. Development proposals should be car free, and provision should be made for sustainable servicing methods for first- and last-minute logistics, cargo bikes and cycle freight. Site-wide masterplans and development proposals should be supported by early stage strategic transport assessments. The guidance in the SPD follows Waltham Forest Local Plan (Part 1) Policy 60 Promoting Sustainable Transport. Part 1 requires delivery of 'car-free development to reduce car dominance in terms of congestion and excessive parking on the street.'	No change.
715	Save Lea Marshes	I can only repeat this is a site at high risk of flooding. In another location and under different circumstances this development might be desirable. Its location next to vital green and blue spaces and in a river valley at high risk of severe flooding in a climate emergency makes this an inappropriate development. The LVRPA stated in an internal document (they didn't have the courage to actually object and defend their open spaces as is their job) that the Lea Bridge Station development would harm the Marshes in terms of increased footfall and the impact of tall buildings on the sense of openness. This applies to a much greater extent at New Spitalfields.	A flood risk assessment took place in support of the Local Plan (Part 1) and further assessment has been carried out in support of Local Plan (Part 2) Site Allocations. A detailed pluvial hydraulic modelling has been carried out for the Leyton Mills SPD area. These will be made available to applicants. Further assessment of flooding will be considered as part of site-wide masterplans alongside planning applications. The Environment Agency will be a statutory consultee.	No change.
716	Save Lea Marshes	The plans show some improvements on earlier plans with the removal of a bridge across the river and a barrier along the edge of the river and the abandonment of a pathway north up to the Waterworks. I would have to say I continue to have concerns about how the barrier along the Old River Lea will work. People are ingenious at overcoming barriers. Without the bridge and the various cafes or pubs that were previously proposed the worst of the problems are removed, however, I am not convinced that the river will be free of intrusion from the development.	Noted.	No change.

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717	Save Lea Marshes	<p>The problem with all the developments in the south of the Borough is this is the most crowded and deprived part of the Borough so the scale of these developments can only increase the problems which already exist. The health inequalities already existing in this part of the Borough can only get worse. The height of towers even further away from the Marshes will have an impact on the sense of openness of the Marshes. This is just one of a series of sites being constructed along the east side of the Marshes. The reality is this part of the Borough already lacks green spaces in its interior and therefore depends on these vital spaces on its fringe, many of which are not even in the Borough. I understand the dilemma the Borough faces in terms of its need to raise revenue. However, given existing inequalities and the extra pressures these developments will bring they will actually require extra expenditure in the long run to overcome these impacts. All these developments, including at Leyton Mills are vulnerable to flooding although Leyton Mills is the least vulnerable. There is a complete lack of serious thinking about the future impacts of climate change which are not future events but present events.</p>	<p>A sensitive approach to building heights is sought. The SPD is underpinned by the recently adopted Local Plan 1 and Policy 54 seeks the visual, environmental, functional and cumulative impacts of tall buildings to be considered. Section 4 of the SPD sets out the approach to climate resilience and biodiversity.</p>	No change.
718	Save Lea Marshes	<p>The same points have to be made about this site as for New Spitalfields in particular. The Bus Depot site will be very cramped. If there is a station on this site, and it is a big if at the moment, then it will be extremely crowded when people move onto this site from New Spitalfields. I have to assume if it is built it may well also be used by people visiting the Marshes coming from Stratford. I find it hard to see, however wonderful the quality of the architecture, how this site is going to be a liveable environment. This is the most stressed development of the three and is likely to see the most problems.</p>	<p>Section 6 of the SPD sets out the principles to achieve a quality place to live.</p>	No change.
719	Save Lea Marshes	<p>Eton Manor is relatively unused at the moment, which is a pity so it would be good to see it receiving more attention. It is off the beaten track in terms of present usage. Save Lea Marshes wanted to see the Ice Centre placed here. It is well connected to Stratford Station, one of the busiest stations in the UK. However, the LVRPA wants to build a private hotel on this Metropolitan Open Land so would not countenance this. You can't make this up. Unfortunately Waltham Forest failed to take the opportunity of refusing to allow the new Ice Centre to be built at Leyton Marsh which would have allowed Leyton Marsh, which is well used to gain in open space while this space which is poorly used to be developed for this sporting facility. The Ice Centre has had to cut back on its seating and was forced to abandon its construction programme which it would have avoided if it had built the Ice Centre here. All in all this was a serious missed opportunity compounded by the negative attitude shown by the planning committee towards the open space at Leyton Marsh. Ironically these developments will enable Eton Manor to be better used. However, the scale and nature of the developments will undermine that gain. The size of the towers will overwhelm the space as will the number of users, unless of course they prefer to just go to the main marshes. Either way it is hard to see how Eton Manor is going to cope with the developments next door.</p>	Noted.	No change.
720	Save Lea Marshes	<p>The LVRPA wants to expand its sporting facilities at Eton Manor which again may simply mean the amount of genuinely open space will be reduced. Using this site for the Ice Centre would have been beneficial all round for users and for an underused space and to enable the Ice Centre to become a national facility, which it claimed it intended to become, as it would have been close to a national railway station. It would also have managed to retain the seating it needed. It would have been a sensible fit for the other LVRPA sports facilities in the area and freed up open space at Leyton Marsh. To be blunt from being underused and neglected Eton Manor now runs the risk of being trashed by an inappropriate development next door. Its main use will be to support the project in terms of providing biodiversity net gain justification at the planning stage (rather like the destruction of the Orient Way Pocket Park as part of bng reckoning). It is likely then to be harmed by the developments it helps to justify.</p>	Noted.	No change.

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721	Save Lea Marshes	The problem with all this talk of masterplans is that Waltham Forest is determined to deliver these developments to make up council tax revenue so I have no doubt it will find ways to ensure it meets the planning requirements. At Lea Bridge Station the planning statement made it plain the site was not indicated for tall buildings yet tall buildings were given permission. The planning statement also stated that the site did not comply with policy on providing genuinely affordable housing. This made no difference. At the Gas Works the tallest buildings were placed right next to Jubilee Park. This was not in compliance with policy but was permitted. Tall buildings should not be built near green spaces, as the LVRPA stated in its paper on Lea Bridge Station. The reality is Waltham Forest will argue tall buildings enhance the views from the green spaces, which is totally contrary to policy. In reality of course its main intention is to provide excellent views over green spaces and thus sell flats. This was explicitly stated in the Draft Skyline Studies. It has a penchant for describing these building as landmark or gateway buildings, a completely specious description. They sometimes get called wayfinding buildings as apparently the residents of Waltham Forest get lost without them.	Noted.	No change.
722	Save Lea Marshes	In the case of the Lea Bridge Station site it was decided to cut down a small wood which would have developed into a significant green space with a substantial canopy and would have provided important benefits in combating city heat and air pollution - all in the name of bng. It is interesting to note there is no mention of the breakdown of types of housing and what is meant by affordability in the document	Noted.	No change.
723	Save Lea Marshes	The document uses language obviously designed to promote the project. There are a range of assumptions in the document such as the desirability of placing tall buildings in a wall along the east side of the Marshes, that flooding will be prevented or that biodiversity in the wider area will be protected which are unsupported. Little or no mention is made of the overcrowding and deprivation in the south of the Borough and the existing health inequalities and claims are made about policies like fifteen minute neighbourhoods which are entirely unrealistic. As such the document reads more like a manifesto than a genuine examination of planning issues. The key issue, the need to raise council tax revenue, is unmentioned	Noted. Section 6 of the SPD sets out the principles to achieve a quality place to live.	No change.
724	Save Lea Marshes	Councils in the Lea Valley need to be creating new marshland to absorb flood water. Given how vulnerable this site will be to extreme flash flooding we have to expect and the scale of construction in the rest of the Lea Valley New Spitalfields should be returned to marshland. It may be possible to keep part of the site as an industrial site but it would be best to make the whole site marsh.	A flood risk assessment took place in support of the Local Plan (Part 1) and further assessment has been carried out in support of Local Plan (Part 2) Site Allocations. A detailed pluvial hydraulic modelling has been carried out for the Leyton Mills SPD area. These will be made available to applicants. Further assessment of flooding will be considered as part of site-wide masterplans alongside planning applications. The Environment Agency will be a statutory consultee.	No change.
725	Save Lea Marshes	No, it is well laid out and comprehensive. I am more concerned about whether feedback from those consulted has made a significant difference from earlier plans.	Noted.	No change.
726	Save Lea Marshes	The overall vision is too big for this area. The impact on the local road system will be too much. Noise from the Motorway is a big issue in this area already. The Temple Mills Retail Park isn't a very pleasant place to sit around outside the shops as the noise of the traffic is really bad there. Any housing in the area will have to have triple glazing to make it liveable. The pollution from traffic is also bad. The size of this project will only make matters worse	The SPD seeks to reduce noise and air pollution in the area.	No change.
727	Save Lea Marshes	Yes. I'm not convinced that the measures described regarding the flood plain would be sufficient. The housing planned does not solve the problem of affordable housing and also begs the question of why you would put so much housing on a flood plain in the first place. Low-level industrial units that provide employment for local people would be preferable if something does have to be built on this site. The plans do not address the "knock-on effect" of further enclosure around the green space of the marshes. There are already a number of tall buildings that are moving in all around the area, which will have effect on wind-flows and climate change that will in turn affect existing wildlife.	A flood risk assessment took place in support of the Local Plan (Part 1) and further assessment has been carried out in support of Local Plan (Part 2) Site Allocations. A detailed pluvial hydraulic modelling has been carried out for the Leyton Mills SPD area. These will be made available to applicants. Further assessment of flooding will be considered as part of site-wide masterplans alongside planning applications. The Environment Agency will be a statutory consultee. A sensitive approach to building heights is sought. The SPD is underpinned by the recently adopted Local Plan 1 and Policy 54 seeks the visual, environmental, functional and cumulative impacts of tall buildings to be considered.	No change.

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728	Save Lea Marshes	This plan does not address the issues that we already have with climate change or anticipate future ones. Some points have been addressed from earlier drafts but I don't think sufficiently to avoid possible future problems.	A flood risk assessment took place in support of the Local Plan (Part 1) and further assessment has been carried out in support of Local Plan (Part 2) Site Allocations. A detailed pluvial hydraulic modelling has been carried out for the Leyton Mills SPD area which considers climate change. These will be made available to applicants. Further assessment of flooding will be considered as part of site-wide masterplans alongside planning applications. The Environment Agency will be a statutory consultee.	No change.
729	Save Lea Marshes	Most of the measures whether public transport, with a proposed new station, general traffic, bicycle and walking routes will increase pressure on the local area and lead to pressures on Hackney Marsh. Pressures on green space can already be seen with increased tracks being created by cyclists going off designated pathways in other areas and damaging the diversity of the areas. This might seem like a small issue in the grand scheme of things but over time it becomes a bigger issue.	An ecological survey was carried out to investigate potential impacts on the Marshes and the recommendations have been taken forward in the writing of the SPD.	No change.
730	Save Lea Marshes	The area is not going to be improved by increased density. Noise and pollution are already big issues in this area and I can't see that the proposed scheme would make many improvements for people already living in the area.	Sustainable transport is one of the key visions for the SPD. Development proposals should be car free, and provision should be made for sustainable servicing methods for first- and last-minute logistics, cargo bikes and cycle freight. Site-wide masterplans and development proposals should be supported by early stage strategic transport assessments. The SPD seeks to reduce noise and air pollution in the area.	No change.
731	Save Lea Marshes	A lot of the proposed economic sites rely on retail, which is a diminishing area. The illustrations show the regular type of blocks with housing above and shop space beneath. A growing trend which doesn't allow for the growing elderly population. These shop floor areas are often left empty, not being the right size for particular types of businesses. There should be more live/work units which reflect the change in working patterns and more flexible workspaces that will help entrepreneurs and small business developers to grow their businesses.	Further detail on the nature of retail and employment uses will be provided in site-wide masterplans and planning applications.	No change.
732	Save Lea Marshes	I don't think the plans should go ahead as they are on the New Spitalfields site.	Noted.	No change.
733	Save Lea Marshes	The Leyton Mills Retail Park site needs improving. It is a bleak place to go shopping and more designed for cars than for people. It has no walkable flow - particularly crossing from one side of it to the other or getting into it.	Noted.	No change.
734	Save Lea Marshes	I don't think there should be residential units close to the bus depot for safety reasons.	Noted.	No change.
735	Sport England	Sport England supports the overall thrust of the purpose and background set out within the Supplementary Planning Document ('the SPD'). The vision of a safe and well-connected place for walking, wheeling and cycling; protecting and enhancing biodiversity, new open spaces and climate resilience; a quality place to live with new homes and accessible amenities; and a vibrant neighbourhood with a strong local economy and good jobs align with Sport England's values and behaviours outlined within Uniting the Movement.	Noted.	No change.
736	Sport England	Uniting the Movement is Sport England's 10 years vision to transform lives and communities through sport and physical activity. More than anything, it seeks to tackle the inequalities we have long seen in sport and physical activity. Providing opportunities to people and communities that have traditionally been left behind, and helping to remove the barriers to activity, has never been more important.	Noted.	No change.

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737	Sport England	Sport England, with support from Active Travel England and OHID, has produced 'Active Design' a guide to planning new developments that create the right environment to help people get more active. The guidance sets out ten key principles for ensuring developments incorporate opportunities for people to take part in sport and physical activity. The Active Design principles are aimed at contributing towards the Government's desire for the planning system to promote healthy communities through good urban design which is consistent with section 8 of the NPPF. Good proactive planning and design should create environments that make taking part in sport and being physically active an easy and attractive choice for people and communities (Active Design Principle 3 (AD3)). Early attention to providing for sport and physical activity in the masterplanning and design of developments will help to ensure this is the case and secure greater opportunities for people to lead healthier and more active lifestyles (AD10). Active environment, including playing fields, should be an important consideration when delivering healthy environments. Where possible you should ensure the SPD applies the principles within the Active Design Guidance. You can use the Active Design Checklist to assist you in identifying any areas within the SPD that you could integrate more	The 10 principles set out in the Active Design Checklist have been incorporated into the SPD.	No change.
738	Sport England	Sport England support the inclusion of protecting and enhancing new open space. The third bullet point, of which states, 'A range of open spaces for different needs including socialising and wellbeing, sports and recreation and the visitor economy', is supported, as it ensures there is a range of open space, including for sports.	Noted.	No change.
739	Sport England	Figure 22 identifies Key Opportunities and Figure 28 is an illustrative masterplan for Spitalfields Market. Both plans propose a potentially new footpath and cycle way connecting Hackney Marshes. The footpath and cycle way should ensure it does not prejudice the use of any existing playing field otherwise Sport England would object to the proposal, unless it met one or more of the exceptions set out in Sport England's Playing Field Policy and met paragraph 103 of the NPPF, which states that 'existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless: a) an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or b) the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or c) the development is for alternative sports and recreational provision, the benefits of which clearly outweigh the loss of the current or former use.'	Noted.	Amend Figures 22 and 28 to state that the footpath and cycle way does not prejudice the use of the existing playing field
740	Sport England	Figure 37 is an illustrative masterplan and identifies key opportunities for Eton Manor. It is noted that areas of car parking shall be consolidated within the centre of the site. Sport England do not object in principle to this, subject to any future scheme ensuring there is sufficient car parking remaining for the Lee Valley Hockey and Tennis Centre	Noted.	No change.
741	Sport England	Section 11.6 within the SPD refers to the community use of facilities at Eton Manor. The inclusion of section 11.6 is justified to avoid a scenario where community access to the facilities does not take place following the implementation of development proposals. A community use agreement also provides clarity and formalisation with respect to community access arrangements for all parties	Noted.	No change.
742	Stop MSG Sphere	I couldn't see anything in the SPD to say how many of the homes will be affordable, what kind of affordable homes they will be or what kinds of prices they will be available for. Please can you tell me where I can find this information?	The quantum of affordable homes will be considered for each site as part of a planning application.	No change.
743	Tapestry (on behalf of Hackney Wick FC)	Due to the lack of suitable facilities for a semi-professional team in the local area, the club currently have to play their 'home' games some 40miles away in Witham, Essex.	The SPD seeks the potential for MOL compliant sports provision on the Eton Manor site. Further consideration and detail on the nature of sporting facilities will come forward with site wide masterplans and planning applications	No change.
744	Tapestry (on behalf of Hackney Wick FC)	We were keen to try and help the club to come back to the heart of their local community in Hackney Wick, and as part of this, in 2020 we undertook a review of a number of potential sites within c.3km of Hackney Wick that may be suitable for a home ground for the club. We identified a number of sites, including several in Waltham Forest, and I am pleased to say that we were invited to present some of our findings to the team that were preparing the SPD in 2021 as part of the original call for evidence	Noted.	No change.

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745	Tapestry (on behalf of Hackney Wick FC)	We also met with consultants looking at the future development of the Lee Valley Tennis and Hockey Centre on behalf of the Lee Valley Regional Park Authority. Unfortunately, despite follow up emails, we have had no subsequent contact, so are keen to use the SPD consultation as an opportunity to highlight our ongoing interest in the Leyton Mills area providing a long-term home for Hackney Wick FC.	The SPD seeks the potential for MOL compliant sports provision on the Eton Manor site. Further consideration and detail on the nature of sporting facilities will come forward with site wide masterplans and planning applications.	No change.
746	Tapestry (on behalf of Hackney Wick FC)	We have reviewed the draft SPD in depth, in overall terms, we support the aims of the document to deliver new homes and jobs, alongside supporting infrastructure, in the Leyton Mills area. The area forms an important link between the Queen Elizabeth Olympic Park and the wider community in Waltham Forest, and improving physical access between these neighbourhoods will in turn open up the opportunities for everyone to access what the area has to offer. One of the key aspects of this offer is the world-class sports facilities and open spaces within the park, which include an offering for people at all sporting levels from professional to recreational. Combined with the world-famous Hackney Marshes which lie adjacent to the SPD area, this is really a key location for sports and activity within the wider Lee Valley. We welcome that this role is	Noted.	No change.
747	Tapestry (on behalf of Hackney Wick FC)	While the content of Chapter 4.3 is noted, this primarily relates to open space, play and recreation in the context of new development proposals. We would recommend that in Part C – Thematic Guidance – there is a section (probably in Chapter 6 or 7) that focusses on Sport, Leisure and Recreation to reflect the importance of this topic in terms of quality of life and economy – and to this part of the Lower Lee Valley, and the Leyton Mills area in particular, as a nexus between Hackney Marshes and the Queen Elizabeth Olympic Park	Eton Manor is considered the most appropriate location for sport and leisure and the requirements are set out in the site specific section.	No change.
748	Tapestry (on behalf of Hackney Wick FC)	As part of our 2020 sites review, we identified two sites as having potential for a new community football facility for Hackney Wick FC that were within the area now covered by the Leyton Mills SPD. The first site we identified was the Spitalfields Market site – primarily because it would have sufficient space to accommodate a pitch, and it is immediately adjacent to the Hackney Marshes pitches. However, the proposals put forward for the site would not easily accommodate a football facility, and the ability to deliver a residential-led development on that site, which is outside of the MOL designation must be the priority, so we are supportive of that proposal.	Noted.	No change.
749	Tapestry (on behalf of Hackney Wick FC)	However, the second site we identified, and the site which we feel has the most potential to accommodate what HWFC need, is at the Lee Valley Tennis and Hockey Centre (LVTHC), which is within the 'Eton Manor' site-specific guidance area	Noted.	No change.
750	Tapestry (on behalf of Hackney Wick FC)	The Eton Manor site has a long history and association with the provision of community sports facilities - including football grounds & facilities – as can be seen on the historic maps on Page 27 of the SPD. Sadly, Eton Manor FC was disbanded in 2017, but we believe it would be great to see a football legacy use at the site, especially as it is a use that is compatible with its Metropolitan Open Land designation, and indeed was something proposed in the original Legacy Masterplan for the site	The SPD seeks the potential for MOL compliant sports provision on the Eton Manor site. Further consideration and detail on the nature of sporting facilities will come forward with site wide masterplans and planning applications.	No change.
751	Tapestry (on behalf of Hackney Wick FC)	The context of the site which is set out in Paragraph 11.1 demonstrates that the area cannot be developed in a traditional sense, but that it could accommodate additional sports facilities that build upon the offering already in the area. Indeed, Paragraph 11.2 (1) talks about the potential to enhance sports provision, and we strongly support this. We would welcome this being further expanded to mention the potential for a community football facility, compliant with FA requirements, to be built at Eton Manor	The SPD seeks the potential for MOL compliant sports provision on the Eton Manor site. Further consideration and detail on the nature of sporting facilities will come forward with site wide masterplans and planning applications.	No change.
752	Tapestry (on behalf of Hackney Wick FC)	Paragraph 11.3 sets out principles in relation to the site's designation as Metropolitan Open Land, which is something that affects much of the local area and has impacted HWFCs attempts to develop a facility on the Marshes or at Mabley Green which is their current training base. We believe that it would be possible to bring forward a community football facility that would meet these requirements, while also meeting the necessary standards of the Football Association that would allow HWFC to return and play in the local area.	Noted.	No change.

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753	Tapestry (on behalf of Hackney Wick FC)	The new facility would require some ancillary structures, but these could be delivered sensitively, and in a way that would enhance open space, biodiversity and water management across the site as a whole in accordance with Paragraph 11.4 – it would be an exemplar for how this type of development could support nature recovery. It would also be a catalyst for delivering the wider movement benefits set out in Paragraph 11.5.	Noted.	No change.
754	Tapestry (on behalf of Hackney Wick FC)	The facility would be open to the wider community for the majority of the time it is not being used for matches and would fully align with the principles set out in Paragraph 11.6. The club is all about community and has ties to a number of local businesses and organisations and would be entirely supportive of the facility being accessible to the whole community – indeed the club already has both Men's and Women's teams, alongside a wide variety of boys' and girls' teams at different age groups. The development of a community facility could also provide some of the mitigation required to alleviate the likely increased pressure on facilities at the Marshes, as highlighted in Paragraph 11.5.	Noted.	No change.
755	Tapestry (on behalf of Hackney Wick FC)	The club are actively exploring opportunities to return to the area and would welcome the ability to develop a community facility in the shortest timescales possible. The club has a strong support base, and many partners who would be prepared to support them financially should such an opportunity arise. We would welcome the opportunity to engage further and to share the high level work we have done to-date to show how such a facility could be accommodated at the Eton Manor site.	Noted.	No change.
756	Tapestry (on behalf of Hackney Wick FC)	Summary <ul style="list-style-type: none"> We support the aims of the document to deliver new homes and jobs, alongside supporting infrastructure, in the Leyton Mills area; We recommend adding Sport, Leisure and Recreation is included as a topic within Part C of the SPD – potentially in Chapter 6 or Chapter 7 – to reflect the importance of this to the local area. We would request that a community football facility is included within the site-specific guidance for Eton Manor (Chapter 11). We would be pleased to work with LB Waltham Forest and Lee Valley Regional Park Authority to explore what this could look like, and how it could be delivered to enhance the offer at the LVTHC. We would welcome the opportunity to engage further on this and explore opportunities to provide a community football facility within the Leyton Mills area. 	Noted. See above for response.	No change.
757	TfL	We welcome inclusion of figure 17 showing the strategic cycle network in and around the Leyton Mills area, including planned improvements. This map should form the basis for seeking improvements to cycle infrastructure including financial contributions when sites are developed .	Noted.	No change.
758	TfL	5.1.3 – We welcome proposals for substantially car-free areas and that all key development sites should be Low Traffic Neighbourhoods with no through-routes for general traffic. We also support minimum footpath widths and protected space for cycling on routes and roads that require it. We welcome the requirement that 'The public realm should be designed to be and feel safe and secure including for women and girls' although it should be clarified that this should apply to both the daytime and night-time. Development proposals should be supported by day and night-time Active Travel Zone assessments.	Noted and supported.	Section 5.1.3 will be amended to refer to day and nighttime safety and will read: <i>'The public realm should be designed to be and feel safe and secure including for women and girls during the day and night.'</i>
759	TfL	We welcome the prioritisation of walking, cycling and wheeling in the design and planning of developments and the wider transport network. We further welcome improvements to connectivity, the requirement for masterplans and development proposals facilitates the primary routes shown in figure 23 and contribute to connectivity improvements beyond site boundaries.	Noted.	No change.
760	TfL	We support the statement that 'A106 Eastway and Ruckholt Road requires a comprehensive improvement scheme to accommodate walking, wheeling, cycling and public transport, with space reprioritised away from vehicular traffic towards sustainable and active modes' and that 'priority must be given to the provision of active travel and users of public transport in the design of public realm.' There is an opportunity to deliver enhanced bus priority on Eastway and Ruckholt Road bridge which should be investigated .	Noted and supported. We would be keen to work with partners to enhance bus priority along Eastway and Ruckholt Road Bridge.	No change.

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761	TfL	Wayfinding for relevant modes at key decision points would further enhance connectivity. We encourage the use and/or expansion of Legible London and a continuation of the cycle wayfinding system. <u>This will help promote active travel.</u>	Noted.	No change.
762	TfL	Although we support active travel and public realm improvements, we would welcome the inclusion of bus routes and areas for improvement of bus infrastructure in Figure 23 or a separate figure as appropriate.	The council are actively engaging with the TfL bus planning team and would like to see improvements in the area, including a potential location for a bus stand to allow bus driver turn over and new and enhanced routes. Reference to a bus stand will be added to the Leyton Mills Retail Park site specific requirements.	9.6.8 will be added and include 'Proposals should consider re-providing the bus stand to allow bus driver turn over and provide associated facilities.'
763	TfL	TfL strongly supports the Leyton Gateway project to improve the public realm around Leyton station which will shortly see capacity and step free access improvements.	Noted.	No change.
764	TfL	We welcome the statement that 'Temple Mills Bus Depot is an important piece of infrastructure for the local bus network and will need to be retained. The continued and uninterrupted operation of the bus depot is a priority and will need to be achieved through the design and phasing of development. An appropriate solution to this maybe through the provision of a replacement or temporary bus depot on another site, while development takes place on the Temple Mills Bus Depot site.' Any changes will need to allow for electrification of the bus network.	Noted.	No change.
765	TfL	We welcome recognition that additional bus capacity may be required, although this is not limited to route 97. Likewise, we welcome acknowledgement that contributions towards bus infrastructure services may be required across many routes and corridors. This should include provision of additional or improved bus standing and drivers facilities where required.	Noted and supported. Reference to a bus stand will be added to the Leyton Mills Retail Park site specific requirements.	9.6.8 will be added and include 'Proposals should consider re-providing the bus stand to allow bus driver turn over and provide associated facilities.'
766	TfL	We support the requirement that 'Development proposals must be designed and phased to ensure continued and uninterrupted operation of the Temple Mill Bus Depot.'	Noted.	No change.
767	TfL	5.5.1 – We support the requirement that 'Development proposals should be car-free, and provide only essential wheelchair-accessible parking in accordance with LP1 Appendix 1 - Parking Standards'	Noted.	No change.
768	TfL	5.5.3 – We welcome the requirement that 'The number of re-provided parking spaces should be lower than the existing and should be the minimum required to serve the needs of the retail development.' However, we dispute the advice that 'The re-provided Asda should be served by on-site parking for customers.' This could give the impression that car parking spaces should be re-provided contrary to London Plan and Local Plan parking policies that support car free development. The site is currently PTAL 3, and with new connections to Leyton interchange, it is expected to increase as the site is redeveloped.	Sustainable transport is one of the key visions for the SPD. Development proposals should be car free, and provision should be made for sustainable servicing methods for first- and last-minute logistics, cargo bikes and cycle freight. Site-wide masterplans and development proposals should be supported by early stage strategic transport assessments. The guidance in the SPD follows Waltham Forest Local Plan (Part 1) Policy 60 Promoting Sustainable Transport. Part I requires delivery of 'car-free development to reduce car dominance in terms of congestion and excessive parking on the street.'	No change.
769	TfL	We support requirements that 'Any re-provided spaces should include electric charging for customers' and would encourage cargo cycle parking in close proximity to the supermarket entrance be required as well. We strongly welcome the restrictions on use of the parking: 'The Asda parking should not be available for use by residents or business parking'. We are aware that many supermarket car parks are being used for other purposes (such as commuting) with spaces are being leased by the day or hour, undermining the case for providing customer parking at the levels requested by supermarket operators.	As above.	No change.
770	TfL	In 5.5.4 we have concerns about the requirement that 'Developments should be designed to include a drop-off zone within 10 metres of building entrances integrated into the public realm to allow for deliveries and drop-off needs and emergency vehicles.' Although it is stated in section 5.5.5 that 'Drop off spaces must be located and designed in a way that does not obstruct pedestrian routes and legibility or impact on pedestrian safety' this does not go far enough because encouraging drop off on street could disrupt cycle routes and bus services unless they are carefully designed. Equally, this prioritises deliveries over people walking, cycling and using public transport which undermines the policy framework as a whole. We would welcome revisiting the 10m requirement for deliveries in particular. Drop off space will also need to be strictly enforced so that they are only used for a time limited period by servicing/delivery vehicles and not used for short term parking.	Drop off space will be strictly enforced so not to affect active travel, and will be considered in detail as part of site-wide masterplans and planning applications.	No change.

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771	TfL	In 5.5.6 we welcome the requirement that 'Servicing and deliveries for developments should not be on the public highway and should be provided for within the red line of the development.' Adequate on-site facilities for servicing and deliveries should negate the need for a separate drop off zone and address the concerns expressed above. For mixed use development, the consolidation of servicing activity should also be secured to minimise vehicle trips. Cargo cycles should have priority over car and van deliveries.	Noted.	No change.
772	TfL	5.5.7 We support the requirement that 'Development proposals should make provision for sustainable methods for first- and last-minute logistics, cargo bikes and cycle freight.'	Noted.	No change.
773	TfL	We have concerns about the proposed Ruckholt Road rail station (1) as set out in our response to section 12.5 below. We note the potential to widen Ruckholt Road bridge (11). As well as improved provision for walking, wheeling and cycling there may be potential for bus lanes or other bus priority measures.	Noted.	No change.
774	TfL	8.7.4 – Although we welcome the requirement that 'Development proposals should incorporate new bus infrastructure including bus stops within and through the site to allow for a high level of accessibility to a bus route', it is essential that any proposals for bus infrastructure or changes to bus routes are discussed with TfL at an early stage to ensure that they are feasible. There have been discussions involving the provision of new bus stands and stops at the New Spitalfields Market ongoing since 2021. TfL previously explained that bus connectivity through the site would be deliverable on the basis that there is a terminating route. Introducing new services to the New Spitalfields Market site would only be made feasible with the provision of buses being considered an essential aspect of redevelopment plans. This includes standing and drivers facilities.	Noted.	No change.
775	TfL	Car parking should be minimised on New Spitalfields Market in line with London Plan and Local Plan policies.	Noted and supported. Sustainable transport is one of the key visions for the SPD. Development proposals should be car free, and provision should be made for sustainable servicing methods for first- and last-minute logistics, cargo bikes and cycle freight. Site-wide masterplans and development proposals should be supported by early stage strategic transport assessments. The guidance in the SPD follows Waltham Forest Local Plan (Part 1) Policy 60 Promoting Sustainable Transport. Part I requires delivery of 'car-free development to reduce car dominance in terms of congestion and excessive parking on the street.'	No change.
776	TfL	We recommend that 'New Asda supermarket with customer parking on-site (basement or podium)' (5) is reworded as 'New Asda supermarket with reduced parking (basement or podium)'	This is taken into account in Section 6.6 of the SPD which states 'The number of reprovided parking spaces should be lower than the existing, and should be the minimum required to serve the needs of the retail development.'	No change.
777	TfL	There is an existing bus terminus, currently serving route W14 in the Leyton Asda car park which should be referenced in the key opportunities section and on the accompanying masterplan. It should highlight the need to retain or re-provide the bus stand and stop space, including improvements and enlargement to accommodate electric buses as well as the addition of dedicated bus driver facilities.	Noted and supported.	9.6.8 will be added and include 'Proposals should consider re-providing the bus stand to allow bus driver turn over and provide associated facilities.'
778	TfL	As mentioned previously in 5.5.3 as well as 9.6.6, any car parking spaces need to be justified accordance with London Plan and Local Plan parking policies that support car free development and take into account future PTAL when the site is redeveloped. We support requirements for electric vehicle charging and that the parking should not be available for use by residents or business parking especially as spaces supermarket car parks are being sold for use by the day or hour.	Sustainable transport is one of the key visions for the SPD. Development proposals should be car free, and provision should be made for sustainable servicing methods for first- and last-minute logistics, cargo bikes and cycle freight. Site-wide masterplans and development proposals should be supported by early stage strategic transport assessments. The guidance in the SPD follows Waltham Forest Local Plan (Part 1) Policy 60 Promoting Sustainable Transport. Part I requires delivery of 'car-free development to reduce car dominance in terms of congestion and excessive parking on the street.'	No change.
779	TfL	We have concerns about the proposed Ruckholt Road rail station (1 and 2) as set out in our response to section 12.5 below.	Noted. Please see comment below.	No change.
780	TfL	We welcome (3) which states that 'Current bus capacity to be protected and re-provided to allow for net-zero electric fleet with new homes above'.	Noted.	No change.
781	TfL	10.3 – Land use We welcome recognition that 'The site is currently used as a bus depot and is vital for the operation of a reliable and cost-effective bus network.	Noted.	No change.

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782	TfL	In 10.3.1 we welcome the requirement that 'Any development of the site must retain or re-provide the 10,000sqm depot and any additional uses must be designed with agent of change principles to ensure that colocation with a bus depot is acceptable in terms of noise, vibration, air quality and safety including fire safety.'	Noted.	No change.
783	TfL	10.4.2 states that 'Development proposals should safeguard land within the development site to provide construction and operational access for the proposed new Ruckholt Road railway station from Ruckholt Road. The new access route to the station for rail users should be designed to be safe, secure and comfortable, benefiting from natural surveillance.' As stated below we have concerns about the feasibility of developing a new station and therefore these requirements along with proposals in 10.4.3 for a station plaza to provide a new station entrance could result in a sub-optimal development solution and hinder development of the site if a station is ruled out in the future.	It is our ambition to provide a new station therefore safeguarding is considered necessary.	No change.
784	TfL	Any redevelopment proposal for the bus garage site should significantly improve access to and from the site by walking and cycling although any routes within the site will need to avoid operational areas. Car parking should be minimised in accordance with London Plan and Local Plan policies. Travel to the site by car should be strongly discouraged through the removal of existing car parking as part of any redevelopment. Apart from disabled persons' parking, access should be limited to buses and other vehicles genuinely essential for bus network operations. Commuter car parking should not be provided	Sustainable transport is one of the key visions for the SPD. Development proposals should be car free, and provision should be made for sustainable servicing methods for first- and last-minute logistics, cargo bikes and cycle freight. Site-wide masterplans and development proposals should be supported by early stage strategic transport assessments. The guidance in the SPD follows Waltham Forest Local Plan (Part 1) Policy 60 Promoting Sustainable Transport. Part I requires delivery of 'car-free development to reduce car dominance in terms of congestion and excessive parking on the street.'	No change.
785	TfL	In 11.5.1 we welcome the requirement that development proposals should be car free and maximise the use of public transport and active travel to the site, however there should also be sensitively designed provision for coaches and minibuses given the nature of the site. These should not be located close to entrances which would create a vehicle dominated public realm. Priority must be given to people walking, wheeling, cycling and arriving on public transport	The council are committed to sustainable transport in the Leyton Mills area. The need for coach and minibus provision will be considered as part of site-wide masterplans and as planning applications.	No change.
786	TfL	We note proposals for 'Delivery of a new station at Ruckholt Road on the Temple Mills Branch of the Lea Valley Lines between Stratford Station and Lea Bridge station'. However, we have concerns about the feasibility and deliverability of this proposal as set out in our response to section 12.5 below. The requirement for safeguarding of land on the Temple Mills bus depot and Leyton Mills retail park sites may prejudice the delivery of Good Growth and reduce the scope for development. It may also result in areas of public realm that are poorly located if the station is ruled out in the future.	We consider the public realm to be in the right location and it is our ambition to provide a new station therefore safeguarding is considered necessary.	No change.
787	TfL	We welcome the requirement for 'Provision of and safeguarding of land for bus access and infrastructure into and through the New Spitalfields Market Site' subject to the caveats in our response to section 8.7.4 above.	Noted.	No change.
788	TfL	We support the requirement for 'Provision of a consolidated bus depot facility at the Temple Mills Bus Depot site, designed and phased to ensure the continued and uninterrupted operation of the bus depot, and to ensure successful co-location with residential and retail.'	Noted.	No change.
789	TfL	Although it is stated that Ruckholt Road station is technically feasible we have not seen a clear justification for a new station in this location. The case for a new station at Ruckholt Road was tested a few years ago when the GLA were looking to refresh the Upper Lea Valley Opportunity Area Planning Framework. Although the OAPF work was paused, the initial outputs from strategic modelling indicated that a new station would have a very poor business case.	Noted.	No change.
790	TfL	The proposed location is very close to Leyton Underground station and assuming it would mainly connect people to Stratford for interchange, it is likely to duplicate the role of Leyton station. A robust business case was submitted to the government in 2023 to successfully secure £13.69m from the Levelling Up Fund towards the Leyton station upgrade.	Noted.	No change.
791	TfL	The station is being planned to accommodate high growth across the area. Specific improvements to Leyton Station include, new high quality station including ticket hall with overbridge, increasing circulation, staircase capacity and passenger safety. Secondly, street to platform step-free access (with potential level access to train when Central line fleet is upgraded), reducing journey times by 15 mins delivering against the diverse needs of all residents.	Noted.	No change.

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792	TfL	With this in mind our priority remains to support the upgrade at Leyton Underground station in the short term. A new station could also impact bus operations if station access or structures are located on the current bus garage site as proposed in the SPD site requirements for Temple Mills bus depot. Although we accept that passive provision could be made for a future station if the Lea Interchange site is redeveloped, we recommend that in the current constrained funding climate, more cost effective and deliverable measures to improve connectivity are considered as an alternative to a new station.	Noted.	No change.
793	TfL	We support the requirement that 'Delivery phasing will need to ensure that bus garage activities on the Temple Mills bus depot site continue during construction with no disruption to the network. This may be achieved through the reorganisation of bus depot facilities site to facilitate development in phases, or by providing temporary bus garage services on a suitable alternative site (or sites). This must be secured in advance and agreed with TfL.'	Noted. The SPD guides development in the area over a 15 year period and development of the Temple Mills bus depot is expected to be a longer-term ambition. The approach to phasing will be developed in discussion with TfL.	No change.
794	TfL	There is not enough consideration for strategic active travel in Leyton, increasing pedestrian and cycling infrastructure along Leyton High Rd to link with the Leyton Mills site. This is crucial to ensure that full active travel benefits are realised by the new strategic cycle lane and walkway running through the Leyton mills site towards the bridge into Olympic park. Currently, Leyton High Road southbound towards the station is congested, polluted, overcrowded and unsafe for cycling, wheeling, wheelchairs and walking.	Sustainable transport is a key ambition of the SPD. Further active travel consideration will come forward with masterplans to support planning applications.	No change.
795	TfL	Currently, Leyton High Road southbound towards the station is congested, polluted, overcrowded and unsafe for cycling, wheeling, wheelchairs and walking. This is a huge opportunity to improve active travel in this area as well for integrated active travel improvements.	Sustainable transport is a key ambition of the SPD. Further active travel consideration will come forward with masterplans to support planning applications.	No change.
796	TfL	Remove the large supermarket licence and replace with smaller units.	Alongside a relocated Asda store, a mix of smaller retail, food and drink, education, workspace, industrial space, culture and leisure activity will provide a range of economic opportunities and experiences across the area for existing and new residents.	No change.
797	Thames21	- Good opportunity to improve the connectivity of the neighbourhood to the River Lea, and in turn, the communities access to nature. Not summarised in the opportunities highlighted on pg 38.	The SPD seeks a balance between access to nature and providing areas with restricted access to allow nature to thrive. An ecological survey was carried out to investigate potential impacts on the Marshes and the recommendations have been taken forward in the writing of the SPD. Restricting access to parts of the River Lea is one of the recommendations.	No change.
798	Thames21	- Must make sure that the rivers are not overshadowed in order to prevent deterioration of marginal and in channel habitat. -4.1.8 Could also include wetland habitats. -4.5.3 The catchment partnership support deculverting opportunities and are keen to see the environmental benefits that this could bring.	Noted.	No change
799	Thames21	- Plans outlined on pg 73, we would be keen to see the partnership involved in these discussions and to work with the active community group in the area who are working to improve the river at this location.	Noted. LB Waltham Forest would welcome further discussion.	No change
800	Waltham Forest Civic Society	In the submissions which we are sending together with these comments, please treat as an integral part of our response to the consultation on the Leyton Mills SPD: • In "ROBERT comments on South Leyton sites and Whipps Cross, paragraphs 1-20 (pages 1-4) • In "Matter 5": the whole document • In "Final Draft comments on Reg 19 Draft Local Plan part 2 (30.1.22)" paragraphs 1-20	Noted.	No change.
801	Waltham Forest Civic Society	The SPD document is clearly only intended to be read by professionals in the planning policy "industry" rather than by ordinary residents (or indeed by landowners and developers; they will have to employ expensive consultants to navigate its pages)	Noted.	No change.
802	Waltham Forest Civic Society	The aims stated on page 3 of the SPD document include "protecting the ecology of existing spaces". We believe that the sheer number of new dwellings planned (on the Spitalfields Market site – "the Spitalfields site" – in particular but not only there) will itself generate a large number of additional people living very close to the Marshes which will threaten the character of the Marshes and damage their ecology. Additionally, if tall buildings are permitted (on the Spitalfields site in particular) the light they will put out over the Marshes at night will threaten the bat populations.	An ecological survey was carried out to investigate potential impacts on the Marshes and the recommendations have been taken forward in the writing of the SPD. A sensitive approach to building heights is sought. The SPD is underpinned by the recently adopted Local Plan 1 and Policy 54 seeks the visual, environmental, functional and cumulative impacts of tall buildings to be considered.	No change.

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803	Waltham Forest Civic Society	We support the proposal to de-culvert the stream which crosses the Spitalfields site from east to west (which we will call the Dagenham Brook, although we suspect that this culvert is in fact carrying the water of the Fillebrook).	Noted.	No change.
804	Waltham Forest Civic Society	The aims stated on page 3 of the SPD document do not include reducing flood risk. Reducing flood risk is mentioned at (1.1) on page 8, but what is intended seems to be only preventing/reducing the risk of flooding on the SPD development sites themselves. What is needed (as we explained in the attached submission on flood risk) is to reduce the risk of fluvial flooding in the Lower Lea Valley as a whole, which threatens existing dwellings in Waltham Forest1 (and in Hackney and Tottenham) as well as threatening all the developments which the Council is permitting on other sites along the edge of the flood plain of the River Lea. It also threatens areas downstream in Newham and indeed could affect the level of the River Thames above the Thames Barrier. We remind the Council of the levels of flood risk (much higher than once in 100 years) relating to the various channels in the Valley adjacent to Leyton, and also of the requirement in the current Government Planning Policy Guidance on flood risk, that the Council should model the Lower Lea Valley as it would be without any flood defences.	A flood risk assessment took place in support of the Local Plan (Part 1) and further assessment has been carried out in support of Local Plan (Part 2) Site Allocations. A detailed pluvial hydraulic modelling has been carried out for the Leyton Mills SPD area. These will be made available to applicants. Further assessment of flooding will be considered as part of site-wide masterplans alongside planning applications. The Environment Agency will be a statutory consultee.	No change.
805	Waltham Forest Civic Society	The Spitalfields site forms part of the original flat floodplain of the River Lea. We understand that its level was raised in the C19 to build the railway wagon works. Ideally, we would wish to see the whole of this site have its level lowered and allowed to become a marsh again, both for purposes of nature conservation and in order to provide a low-lying area where flood water can be "stored" rather than pushed downstream into Newham and towards the Thames .	Noted.	No change.
806	Waltham Forest Civic Society	However, we recognise the crying need for extra housing in London, and we suggest that only the Northern part of the Spitalfields site (North of the Dagenham Brook) have its level lowered and be allowed to become marshland, with the spoil from lowering the level of that area used to raise up further the level of the Southern part of the Spitalfields site, with that part of the site being used for housing.	A flood risk assessment took place in support of the Local Plan (Part 1) and further assessment has been carried out in support of Local Plan (Part 2) Site Allocations. A detailed pluvial hydraulic modelling has been carried out for the Leyton Mills SPD area. These will be made available to applicants. Further assessment of flooding will be considered as part of site-wide masterplans alongside planning applications. The Environment Agency will be a statutory consultee.	No change.
807	Waltham Forest Civic Society	We appreciate that the Spitalfields site is at the moment zoned for "industrial" employment uses. However, we submit that there should be no daytime industrial use on the Spitalfields site, which is directly adjacent to the Marshes and where daytime noises from industrial uses (and from additional lorries using the A106 across the floodplain during the day) would interfere with the enjoyment of people using the Marshes for peaceful recreation. (The existing Market operates in the small hours of the morning and does not produce noise by day.) We would not object to uses such as offices and creative workspaces which do not generate noise or the movement of heavy goods vehicles .	The SPD seeks consideration of noise impacts.	No change.
808	Waltham Forest Civic Society	We recognise that the London Plan requires the total capacity for "industrial" employment uses to be maintained. But we believe that the Council should take advantage of the opportunity to plan the development of both the Spitalfields site and the site of Leyton Mills Retail Park ("the Retail Park site") together, and should have the "industrial"/employment space required be located on the Retail Park site, which is at least removed a little way from the Marshes .	New Spitalfields Market is designated as a LSIS and the principles in the SPD align with the London Plan Waltham Forest Local Plan (Part 1) Policy 26.	No change.
809	Waltham Forest Civic Society	We note with regret from page 3 that the Council plans the re-provision of the ASDA store but not the re-provision of a hardware store such as the present B&Q. We presume that this is because part of the Retail Park site belongs to ASDA, and ASDA requires any redevelopment to include a replacement ASDA store. This seems to us to illustrate the way in which all the Council's plans respond to the demands and wishes of landowners and developers, rather than to the needs of residents .	Paragraph 9.9.1 of the SPD seeks the retention or re-provision of existing retail uses where possible.	No change.
810	Waltham Forest Civic Society	We note from (1.8) on page 15 that what the Council calls "exemplar design" does not include any requirement that buildings be aesthetically attractive, or that they should not interfere with the attractiveness of the landscape or townscape around them (except to the extent that something of these may be included under "local character" which is one of four considerations listed under "Social Value").	Section 6.1 sets out the requirements for characterful buildings and places that reinforce existing character.	No change.

No.	Organisation/individual	Summary of consultation comment/issue	Response to comment	Changes proposed to the SPD
811	Waltham Forest Civic Society	We submit (with support from what the current Secretary of State (Mr Gove) has said in terms of "beauty") that aesthetic attractiveness and not interfering with the value of neighbouring landscape (especially Metropolitan Open Land, but also including St Patrick's Cemetery ²) and townscape (especially the settings of nationally Listed buildings and of Conservation Areas, such as the Listed Leyton Town Hall buildings and the Conservation Area at the junction of the Leyton High Road with Grove Green Road) should be given independent weight at least equal to any other consideration.	Noted. Further reference will be added to consider the character of the Leyton Conservation Area.	Amend Figure 21 to include the Leyton Conservation Area and include further reference to consider the character of the Conservation Area.
812	Waltham Forest Civic Society	Accompanying these comments, and also forming part of our response to the consultation on the SPD are panoramas showing the limited effect on the skyline from the Marshes of buildings on the Spitalfields site four storeys high on the west (Marsh) side and six storeys high on the east (railway) side, and eight/ten storeys high on the Retail Park site. The set of panoramas also show the noticeable effect of adding just one storey so that the buildings on the Spitalfields site are five storeys on the Marsh side and seven storeys on the railway side. The panoramas also show the effect of buildings of the heights proposed by Gort Scott in a study commissioned by the Council, which would dominate the skyline and complete a fence of tall buildings around the whole Marshes area.	Following early consultation taller elements have been set away from Hackney Marshes. A sensitive approach to building heights is sought. The SPD is underpinned by the recently adopted Local Plan 1 and Policy 54 seeks the visual, environmental, functional and cumulative impacts of tall buildings to be considered.	No change.
813	Waltham Forest Civic Society	We submit that the buildings allowed on the Spitalfields site should be no higher than four storeys on the Marsh side and six storeys on the railway side, and no higher than eight or at most ten storeys on the Retail Park site.	Following early consultation taller elements have been set away from Hackney Marshes. A sensitive approach to building heights is sought. The SPD is underpinned by the recently adopted Local Plan 1 and Policy 54 seeks the visual, environmental, functional and cumulative impacts of tall buildings to be considered.	No change.
814	Waltham Forest Civic Society	We suggest that all development on the three sites (Spitalfields, the Retail Park and the Bus Garage) should consist of blocks of "mansion" flats, no more than ten storeys high. We are not architects (and we certainly cannot afford to employ consultants) but we understand: <ul style="list-style-type: none"> • Building mansion flats will achieve as much density in terms of dwellings per acre (or per hectare, if you prefer) as building tower blocks with grassed areas (or wind tunnels) between them • Mansion flats involve less embodied carbon than tower blocks • Mansion flats last far better than tower blocks – we have seen recent work which argues convincingly that flats in tower blocks are not fit to be let on long leases of say 999 years (intended to be equivalent to freeholds) because in less than two lifetimes the whole tower will need to be rebuilt and the quasi-freeholders will face service charges representing the cost of rebuilding the 	A sensitive approach to building heights is sought. The SPD is underpinned by the recently adopted Local Plan 1 and Policy 54 seeks the visual, environmental, functional and cumulative impacts of tall buildings to be considered.	No change
815	Waltham Forest Civic Society	We would add, with reference to the second bullet under "A quality place to live" at (2.1), page 21, that balconies do not serve the purpose of outdoor space. We do not think that anyone, other than professionals in the planning policy "industry" would say that a balcony serves any of the purposes which a garden may serve.	The SPD aligns with Policy 56 of the Waltham Forest Local Plan (Part 1).	No change.
816	Waltham Forest Civic Society	Also on page 21, under "A vibrant neighbourhood" there is a reference to the "investment" of levies from redevelopment. We understand that the Council's policy is to encourage large new developments to generate contributions which will pay for facilities for the residents of existing dwellings (facilities which the Council cannot otherwise afford within its budget). We must make it clear that we accept the idea that new dwellings should pay for the infrastructure (schools, GP surgeries, new bus routes, etc) which will be needed by the residents in the new dwellings. But to encourage new development in order to collect levies which will pay for facilities for existing residents seems to us irrational and improper. It is irrational, because it is short-sighted: in twenty years' time the residents in the new dwellings will have relationship breakdowns and domestic violence in the same way as other people do, and so produce the same burden on the Council's budget from people needing refuge accommodation, and the new residents will have children with Special Educational Needs which impose the same burden on the Council's budget. It is improper because getting in funds to support the Council's budget is not a proper planning consideration, and the whole system is as corrupt as if the Council simply sold permits to put up tower blocks.	Noted.	No change.

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817	Waltham Forest Civic Society	While writing, we observe that the SPD appears to have been written by someone who does not have the sort of detailed local knowledge which is obtained by walking over an area. We note, for instance, that in the plan on page 9 both the Spitalfields site and Eton Manor are marked with the number "1" and that on page 24 the writer does not know the approximate distance from the Southern part of Walthamstow Marshes to the SPD area	Noted.	Figure 1 will be amended to show Eton Manor as reference 4.
818	Willma	It is really important to give new arrivals to our community and existing population, a sense of place and identity and the history of the local community. Section 106 funding to support the local community charities sector of Leyton Only the council can access this and given the number of developments taking place and will take place in future each and every development should be looked at in terms of what it is taking away and what it is being replaced with and can something such as a community space, intergenerational mixed purpose space be put in. Meanwhile spaces that then become permanent As mentioned there are national awards developers compete for regarding meanwhile spaces and great examples in neighbouring boroughs in East London where a community centre space has been put in first on the ground floor whilst the wider development takes place. During that period the space can be used by various groups, office, storage, events etc and then once the overall construction is complete these then go over to the community to run.	Meanwhile uses will be considered alongside planning applications.	No change.
819	Willma	<ul style="list-style-type: none"> • Meanwhile spaces needed in Waltham Forest, this site could have these - Community Jobs A request for jobs and training opportunities to be earmarked wherever possible for recruitment from within the local area Retail There needs to be a greater mix in terms of a retail offer to ensure residents needs are met to enable the 15 minutes concept to work. • Asda - the community sees this as an essential anchor supermarket. • B&Q - There are no alternatives locally and even B&M in Leytonstone is due to close down, so there is concern if this closes down in terms of DIY and garden centre needs. • As a green borough at this end of Leyton and Leytonstone there are no dedicated, independent garden centres. • Tkmxx/Poundland - very busy, demonstrating need, so would hope this would be retained. • If we look at Leyton High Road there is not a single bank to serve the community which means people have to travel further out. 2 • The gym group is the only gym serving the busy junction around Leyton underground station this should be retained to ensure affordable access to a health and wellbeing 	Paragraph 9.9.1 of the SPD seeks the retention or reversion of existing retail uses where possible. Including Asda.	No change.
820	Willma	There appears to be little to no provision for emergency, temporary safer accommodation for women fleeing domestic abuse who have pets such as cats and dogs locally and across east London, thus this is a specific gap identified. This means the pets are separated from their owners at an already exceptionally traumatic time, where they have found the courage to leave or escape their abusive partners. Our request would thus be for cross departmental discussions across key council departments, agencies and domestic violence advocates, to identify where significant shortages exist and needs exist around fulfilling emergency safer accommodation statutory obligations, not currently being met due to a shortage of appropriate	Noted. LB Waltham Forest would welcome further discussion.	No change.
821	Young Advisors	It seems like an alright vision but how long will it take?	The SPD covers a period of 15 years.	No change.
822	Young Advisors	How are you going to ensure that it is affordable? How are you going to make sure that the tall buildings aren't going to be an eyesore?	Additional to affordable housing, the SPD seeks energy solutions for affordable homes that avoid fuel poverty. Requirements for affordable workspaces and jobs for local people are also set out in the SPD. A sensitive approach to building heights is sought. The SPD is underpinned by the recently adopted Local Plan 1 and Policy 54 seeks the visual, environmental, functional and cumulative impacts of tall buildings to be considered.	No change.
823	Young Advisors	How are you going to ensure that the town centre isn't just going to be filled with unaffordable chain businesses	Requirements for affordable workspaces and jobs for local people are also set out in the SPD.	No change.

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824	Young Advisors	I like all the images and the maps with keys which makes the information very easy to digest	Noted with thanks.	No change.