

Waltham Forest

Local Plan

Part 2

Site Allocations

Proposed Submission Version 2024



Waltham Forest

Translation

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Foreword

Planning for the inclusive growth Waltham Forest needs

Waltham Forest is a vibrant borough, rich in culture and diversity. It is nationally recognised as a great place to live and a great place to do business. Our neighbourhoods are special.

Each is unique, with its own characteristics, history and communities. They are what make our borough such an amazing place. By planning for good, inclusive growth of exemplar design quality, we can deliver new affordable homes, workspaces, community spaces, parks, open spaces and cultural and creative opportunities, whilst also ensuring that this unique character is protected and enhanced. It's one of the most important jobs the Council has. And it is through our Local Plan that we do it.

For decades, London simply hasn't built enough homes. Population growth and a lack of house-building has led to soaring house prices in the whole of London, including Waltham Forest. If we don't build enough homes in the borough, our young people will never be able to purchase their own home and we will never deliver enough affordable housing to meet the needs of the thousands of people on our housing register. Through our new Local Plan, we can do something about that. We can steer the delivery of the 27,000 new homes that we know the borough needs whilst ensuring that the infrastructure to support them is provided, that local jobs and other facilities are secured, that flood risk is reduced, that communities are safe, that air quality is improved and that the unique and special characteristics of the borough are protected and enhanced. And we can do all of that whilst progressing towards our goal of making Waltham Forest a Zero Carbon Borough.

Our Local Plan is fundamental to achieving a fairer and more equal borough. It is essential in delivering our Climate Action Plan and the six missions of 'Mission Waltham Forest', which are to: ensure every family and every child are given every opportunity; build an economy that works for everyone; make Waltham Forest a great place to live and age well; tackle the housing crisis head on; lead the way for a net-zero borough; and create safe, green neighbourhoods where everyone can thrive. By planning positively for future growth over the next fifteen years, we can shape the borough for the next generation. We can make sure that development across the borough creates lasting and positive impacts on our communities, and that everyone benefits from the investment it brings. I am determined that we will do all we can to bring these benefits to everyone who lives, works and studies in Waltham Forest.



Cllr Ahsan Khan - Deputy Leader and Portfolio Lead Member for Housing and Regeneration

Introduction

The Waltham Forest Local Plan (2020 – 2035)

2.1 The Waltham Forest Local Plan sets out the Council's spatial and planning policy framework to promote, shape and manage sustainable, inclusive growth in the borough over the 15 year Plan Period. Through robust and independently examined evidence it establishes what is needed in the borough, including 27,000 new homes and 52,000 sqm of new employment space, and it identifies the most suitable and sustainable locations for the delivery of inclusive growth to meet these needs.

2.2 The Local Plan aims to go as far as possible to meet the evidenced need for new homes in the borough, whilst also securing high quality design, protecting and enhancing the character of local areas, providing new and improved green spaces and public realm, responding to the climate emergency, improving air quality, reducing surface water flood risk, creating safer places, reducing fear of crime, maximising the number of local jobs and employment space, and delivering a whole range of community infrastructure, including health facilities, a new hospital, public transport/station improvements, facilities for young people and new cultural amenities.

2.3 The Local Plan is formed of two parts. Together, they set out the Council's spatial and planning policy framework to promote, shape and manage inclusive growth over a 15-year period from 2020 to 2035.

2.4 Local Plan Part 1 sets out the overarching vision and strategic objectives to achieve inclusive growth, the spatial approach to development across the southern, central and northern parts of the borough, and includes strategic and development management policies for delivering high quality, inclusive and accessible development. All planning applications within the borough will be assessed against these policies. Local Plan Part 1 was adopted on 29 February 2024.

2.5 Local Plan Part 2 (Site Allocations) complements Local Plan Part 1. It allocates specific sites for a range of uses to deliver the Council's spatial vision, objectives and development requirements to achieve inclusive growth. The sites identified are therefore the strategic and key sites that the Council expects to come forward over the Local Plan period (2030 – 2035), and for which the provision of further guidance is important in realising inclusive growth.

Mission Waltham Forest

2.6 In March 2024, the Council launched 'Mission Waltham Forest', setting out the Council's corporate plan to create a more equal borough by 2030. Mission Waltham Forest is made up of six 'borough missions', which are:

1. Ensure every family and every child are given every opportunity
2. Build an economy that works for everyone
3. Make Waltham Forest a great place to live and age well
4. Tackle the housing crisis head on
5. Lead the way for a net-zero borough
6. Create safe, green neighbourhood where everyone can thrive

2.7 The Local Plan is essential in delivering these missions, as well as the borough's Climate Action Plan. Underpinning the Local Plan's spatial strategy is the fundamental principle that inclusive growth should be directed to previously developed sites, which - in their current state – may be dominated by swathes of hard surfaced car parks, out of town and out of character retail parks and supermarkets. In their place, the Local Plan seeks well designed, well landscaped, green and biodiverse new places that play their part in making a more equal borough. Directing inclusive, sustainable growth to previously developed sites at the heart of existing communities can deliver the homes and facilities that people need, improve air quality across the borough, fight the climate emergency and reduce the risk of surface water flooding, and preserve and enhance the borough's existing green and open spaces to be enjoyed by all.

Local Plan Part 2

2.8 Part 2 of the Local Plan allocates specific sites for inclusive growth.

2.9 An allocation is not a proposal for development and the allocation of a site does not replace the need for planning permission. Accordingly, developers will still need to submit a planning application for an allocated site, allowing the local community and other interested parties the opportunity to comment on the detailed proposals and the Council to ensure the development is in accordance with all relevant planning policy requirements.

2.10 Local Plan Part 2 sets out the parameters within which a site should be redeveloped and establishes additional policy requirements against which planning applications will be assessed when they are submitted to the Council for determination. Local Plan Part 2, when read in conjunction with Part 1, therefore provides a framework for clear and consistent decision making, giving greater certainty to both the local community and developers.

2.11 A typical allocation includes:

- Suitable uses for the site and indicative capacities;
- Information about the site and relevant planning policy designations (e.g. if it is located within a designated industrial site or has heritage constraints on or near the site);
- Estimated timescales for potential delivery ; and
- Site requirements and a placemaking plan, setting out spatially specific aspects that must be taken into account in any proposal (e.g. the requirement for and location of an active frontages, more detailed requirements about the reprovision of an existing community facility; on site flood risk and appropriate mitigation measures; etc).

2.12 Both parts of the Local Plan will be used to inform decisions on planning applications across the borough. Policy requirements from Local Plan Part 1 are not repeated in Local Plan Part 2 where the guidance cannot provide any additional level of site specific detail (for example, the required level of bicycle parking on site is not specified in Local Plan Part 2, as this is required under policy already established in Local Plan Part 1). Accordingly, Local Plan Parts 1 and 2 must be read together. Satisfying the requirements for a site within this document only would not be sufficient to secure planning permission; the application must also assess and address all relevant policies within Local Plan Part 1.

2.13 In addition, applications must also have regard to the relevant policies from the other documents that form the borough's Statutory Development Plan (or any subsequent updates to these documents), which include: the London Plan (2021), the North London Waste Plan (2022), the London Legacy Development Corporation (LLDC) Local Plan 2020-2036, and Highams Park Neighbourhood Plan (2020), as well any other neighbourhood plans that are appropriately prepared by the community and are successful at a referendum.

2.14 The Local Plan is supported by Supplementary Planning Documents (SPDs). These provide additional detail and guidance to existing policies, and have material weight in the assessment of planning applications.

The 'Proposed Submission' Version

2.15 This Local Plan has been prepared in compliance with the Planning and Compulsory Purchase Act 2004, and other relevant regulations. Government planning policy and guidance is set out in the National Planning Policy Framework (NPPF) and Planning Practice Guidance (PPG). The NPPF states that Development Plan Documents should be prepared in accordance with the legal and procedural requirements. To be found to be 'sound', plans must be positively prepared, justified, effective, and consistent with national policy. It must also satisfy the legal and procedural requirements. The Council has prepared this document in line with these requirements.

2.16 The preparation of the Plan has involved testing of reasonable alternatives through Sustainability Appraisal (SA) that incorporates a Strategic Environmental Assessment (SEA) and a Habitats Regulations Assessment (HRA). Both reports are published alongside this document.

2.17 A previous draft version of Local Plan Part 2: Site Allocations (November 2021) was made available for public consultation from November 2021 to January 2022. This current version updates the above in response to representations made to that consultation (where appropriate), and has also been updated to align with additional evidence that came forward during the examination of Local Plan Part 1, which concluded in 8 January 2024.

2.18 This version of the Plan – the Proposed Submission Version, or sometimes referred to as the 'Regulation 19' version after to the corresponding part of the relevant legislation – is being published for consultation for a period of 9 weeks. After the consultation period, this version of the Local Plan and all duly made representations received on this document and on the previously published November 2021 version will be submitted to the Secretary of State for independent examination.

2.19 Once Local Plan Part 2 has been submitted, in accordance with paragraph 48 of the NPPF, the Local Planning Authority may give weight to relevant plan policies according to: the stage of preparation of the emerging plan (the more advanced its preparation, the greater the weight that may be given); the extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given); and the degree of consistency of the relevant policies in the emerging plan to this Framework (the closer the policies in the emerging plan to the policies in the Framework, the greater the weight that may be given).

Methodology and Approach to Site Selection

3.1 The sites included in Local Plan Part 2 have been through a selection process and methodology which considers policy drivers from the NPPF and the London Plan. The NPPF provides the overarching national planning guidance on Local Plan preparation and identification of sites for allocation. Paragraph 23 of the NPPF requires local plans to provide a clear strategy for bringing sufficient land forward, and at a sufficient rate, to address objectively assessed needs over the Plan Period, which is fulfilled by Local Plan Part 2 in Waltham Forest.

Site Selection Summary

3.2 For a site to be allocated in Local Plan Part 2, the key stages of the process are:

1. Initial Site Identification – collation of site information, GIS mapping, ‘Call for Sites’ exercises, and establishment of initial criteria for considering and selecting sites.
2. Initial Site Assessments – initial assessment of development potential, identification of constraints, initial site screening, and estimation of timescales (phasing) for potential development.
3. Further Site Assessments – development of enhanced screening criteria, site capacity sensitivity testing and engagement to inform site phasing and considerations about infrastructure provision to support growth.

3.3 The identification of sites for allocation has also been informed by appropriate evidence and consultation.

Background and Context

3.4 The Greater London Authority (GLA) undertook a Strategic Housing Land Availability Assessment (SHLAA) as part of work to underpin the new London Plan. The 2017 SHLAA sought to identify sites capable of delivering housing and other development to meet London’s housing need. This exercise, undertaken in collaboration with London boroughs, identified potential development sites across London, which also informed the borough-level housing targets included in the London Plan. The Waltham Forest Growth Capacity Study (2018) then evaluated the borough’s potential to deliver against the Draft London Plan (2018) target with more nuanced, local understanding.

3.5 Site selection has also been informed by existing and undelivered site allocations included in previous adopted and unadopted development plan documents, as well as feasibility studies and development frameworks relating to specific sites or areas. In addition, sites have also been identified through the Development Management process, with sites where there are advanced pre-application discussions considered, as well as those with consent or resolution to grant consent.

3.6 Sites with consents have been included as site allocations in order to safeguard any potential future changes/revisions to the extant consent, or should the consent not be implemented and a future application is required. Some site allocations with planning consents have, however, already been ‘implemented’, meaning that ‘material operations’ have taken

place. Material operations cover activities such as the demolition of a building, the digging of a trench which is to contain the foundations, the laying of underground mains or pipes, and any work of construction in the erection of the building. Given the advanced state of development of these sites, these have been recorded within a separate section of the Local Plan, with more limited information reflecting the details of the consented scheme rather than a full allocation. This will only apply to schemes that are progressing. Stalled sites (technically implemented but not progressing) will be treated as full allocations.

3.7 Site selection has also been informed by extensive consultation and engagement. This included 'Call for Sites' exercises undertaken during the period 2017-2019, consultation on both parts of the Local Plan as it emerged, including representations submitted through the 'Regulation 18' and previous 'Regulation 19' consultation stages, and engagement with other council services and Ward Councillors.

3.8 Sites allocated for industrial provision to meet identified needs have been informed by the Council's Industrial Land Audit (2021), as well as site or area specific industrial masterplans developed in accordance with Local Plan Part 1 Policy 29 ('Industrial Masterplan Approach') and London Plan Policy E7 'Industrial intensification, co-location and substitution'.

3.9 All sites have been subject to a screening exercise which considered whether they are suitable for inclusion taking account of their achievability, suitability and deliverability in order to meet identified needs.

3.10 The Sequential Test process and Level 2 Strategic Flood Risk Assessment have also played an important role in assessing the suitability of sites for allocation. In line with national planning policy, this seeks to ensure that sites of little or no risk of flooding are developed in preference to sites at higher risk. As part of the site screening exercise, all sites proposed for allocation have been subject to flood risk considerations through the Sequential Test and where appropriate the Exception Test. As part of this process, consideration has been given to whether there is an area of the site that should not be developed. Where relevant, this is included within the site requirements and is identified on the Site Boundary and Constraints Map. A separate evidence base document (Level 2 Strategic Flood Risk Assessment) has been prepared by the Council and will be submitted to the Secretary of State alongside Local Plan Part 2 for Examination in Public.

3.11 Information on indicative development capacities has been established either through the Development Management process, from existing planning consents, planning applications, advanced pre application discussions and masterplan sites/proposals or through design-led capacity testing. The capacities included in the plan should not be read prescriptively. The actual development capacity of a site for any future applications will ultimately need to be determined through detailed testing as part of the planning process.

3.12 This Plan makes provision for 103 site allocations. The final list of sites included in the Plan has been derived from the outcome of the methodology described above. Sites allocated are considered to be 'Strategic' or 'Key/Non-Strategic' to realising the Council's strategic priorities. A Strategic Site is defined as those capable of either delivering 100 or more new homes, delivering new employment space and/or is found in a Strategic Location. Key sites or 'Non Strategic' sites are those that would deliver 99 or less new homes and are outside Strategic Locations, but remain important to the delivery of the vision for inclusive growth in a specific area, including bringing stalled sites forward.

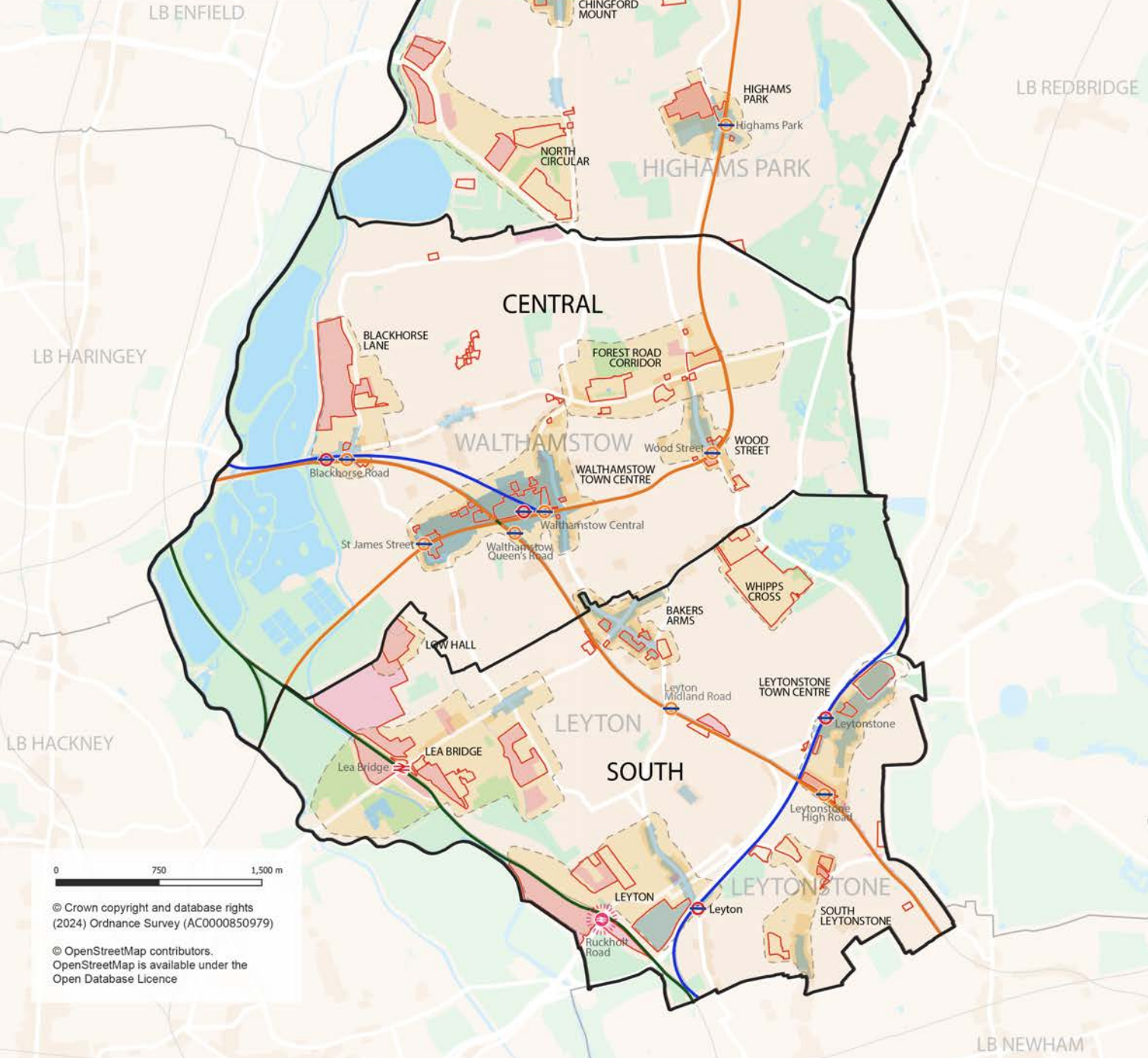
Figure 1 Site Allocations - Borough

Key

- Site Allocations
- Strategic Locations
- Centres*
- Employment Areas**
- National Rail
- London Underground
- London Overground
- Areas of Borough

* Strategic Industrial Locations (SIL), Locally Significant Industrial Sites (LSIS) and Borough Employment Areas (BEA)

** Walthamstow Town Centre, District Centres and Neighbourhood Centres



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	Strategic Sites		Non-Strategic / Key Sites
R19001	Leyton Mills Retail Park	R19020	224-240 Billet Road
R19002	New Spitalfields Market	R19033	Pear Tree House
R19003	Leyton Leisure Lagoon	R19073	Priory Court Estate
R19004	Tesco, Bakers Arms	R19083	458 Forest Road
R19005	Stanley Road Car Park	R19087	Whitehouse Farm
R19006	Territorial Army Centre	R19088	Highams Court
R19007	Church Lane Car Park	R19100	Russell Road
R19008	Tesco, Leytonstone and adjacent sites	R19107	Aston Grange
R19009	Matalan, Leytonstone	R19114	Rowden Parade
R19010	Cathall Leisure Centre, Epicentre and Jubilee Centre	R19117	The Brambles
R19011	Walthamstow Central Bus Station	R19119	Trumpington Road
R19012	Sainsbury's, High Street Walthamstow	R19120	489-495 Grove Green Road
R19013	Former Wilko, Walthamstow High Street	R19121	Chingford Horticultural Society and adjacent site
R19014	Stow Car Wash & Valeting	R19122	Garages at Hungerdown and St Egberts Way
R19015	Sutherland Road Industrial Area	R19123	Ridgeway Hotel
R19016	Fellowship Square (Walthamstow Town Hall)	R19127	Folly Lane Traveller Site
R19017	Wood Street Station and Travis Perkins	R19128	Hale Brinks North Traveller Site
R19019	Brandon Road Car Park		
R19021	Sainsbury's Superstore, Chingford and adjacent sites		
R19022	Cork Tree Strategic Industrial Location		
R19023	Morrisons, Chingford		
R19024	Sainsbury's, Hall Lane		
R19025	58 Hall Lane and the Marmion Centre		
R19026	Albert Corner		
R19027	Motorpoint, Sewardstone Road		
R19028	3 Lea Valley Road		
R19029	Chingford Library and Assembly Hall		

R19030	North City Autos		
R19034	North Circular Industrial Area		
R19035	Justin Road Trinity Way Industrial Area		
R19036	The Sidings Industrial Estate		
R19037	Howard Road Industrial Area		
R19038	Barrett Road Industrial Area		
R19039	Highams Park Industrial Estate		
R19040	Argall Avenue Industrial Area		
R19041	Rigg Approach Industrial Area		
R19042	Lammas Road Industrial Area		
R19043	Orient Way Industrial Area		
R19045	Lea Bridge Hotel and adjacent sites		
R19046	Lea Bridge Gasholders		
R19047	Lea Bridge Station Sites		
R19048	Auckland Road Industrial Area		
R19050	Coronation Square		
R19054	Church Road Estate Way Industrial Area		
R19055	Low Hall Depot Industrial Area and adjacent sites		
R19056	806 High Road Leyton		
R19057	Leyton Bus Depot		
R19058	Whipps Cross University Hospital		
R19059	Joseph Ray Road Industrial Area		
R19060	Avenue Road Estate		
R19061	444 High Road Leytonstone		
R19062	Norlington Road Industrial Area		
R19063	Walthamstow Mall (17&Central)		
R19064	St James Quarter		
R19065	Osborne Grove		
R19066	152-154 Blackhorse Road		
R19067	1 Blackhorse Lane		
R19068	Blackhorse Yard		

R19069	Wood Street Families and Homes Hub		
R19070	Willow House, Sterling House and Patchworks		
R19072	Former Crownlea, Wood Street		
R19074	60-74 Sewardstone Road		
R19078	472-510 Larkshall Road, James Yard and Shell Garage		
R19079	Larkwood Leisure Centre and adjacent sites		
R19080	Blackhorse Lane Industrial Area		
R19084	Former Texaco Filling Station, Forest Road		
R19085	Temple Mills		
R19086	Barclays Bank, Walthamstow and adjacent sites		
R19090	82-92 Vallentin Road		
R19092	Mission Grove Car Park		
R19093	Courtenay Place		
R19094	High Street Car Park		
R19096	Walthamstow Central Station Entrance, Selbourne Road		
R19099	Former Poundland, High Street and adjacent sites		
R19101	The Regal		
R19102	Central House		
R19106	Thorpe Coombe Hospital		
R19108	Templeton Avenue		
R19109	Garages at St Davids Court		
R19110	Hurst Road Medical Centre		
R19112	Cedar Wood House		
R19116	Montague Road Estate		
R19118	London Academy of Sustainable Construction		
R19124	KFC, Lea Bridge Road		
R19125	204-206 High Street and Walthamstow Westbury Road Job Centre		

R19126	Hall Lane Industrial Area		
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Table 1. List of Site Allocations

Sustainability Appraisal and Habitats Regulations Assessment

3.13 In accordance with legislative requirements on plan making, this Plan is supported by Sustainability Appraisal and Habitat Regulations Assessment (HRA). These documents are published with the Plan. All potential sites have been assessed and reasons for preferred and discounted options are explained in the Sustainability Appraisal report.

3.14 A Habitats Regulations Assessment (HRA) has been undertaken on the Local Plan (Parts 1 and 2) in accordance with the Conservation of Habitats and Species Regulations 2017 (as amended) and in consultation with Natural England and the City of London, Conservators of Epping Forest. As part of the concluded Strategic Mitigation for Epping Forest, mitigation measures are proposed. The first is that all residential development within 400m of the Special Area of Conservation (SAC) and all development of one or more dwellings within 6.2km of the SAC is required to make a financial contribution to strategic measures as set out in the costed Strategic Access Management Measures (SAMM) provided by the Conservators of Epping Forest. The second mitigation approach is to identify and deliver alongside housing development sufficient, high quality and attractive Suitable Alternative Natural Greenspaces (SANGs) as part of the borough’s SANG Strategy in order to mitigate for increased recreational pressures on Epping Forest SAC.

3.15 The HRA has identified that developments within 400m of the Epping Forest Special SAC boundary pose a particular risk to the integrity of the SAC and will therefore need to do more in relation to mitigating potential adverse urban effects arising from development. Potential urban effects need to be dealt with on a site by site basis and specific mitigation put forward for consideration. Policy wording is included in Local Plan Part 1 and Local Plan Part 2 to ensure that urban effects are addressed at the detailed design stage. The HRA assessment has identified the types of mitigation suitable for incorporation into detailed design at the project stage to ensure that measures are secured to eliminate adverse effects on the SAC. As well as mitigating potential effects on site, there are projects in the SAMM strategy which allocations could also specifically contribute to.

Policy Map Changes

4.1 The NPPF sets out that the preparation and review of all policies should be underpinned by relevant and up-to-date evidence, and that, in turn, land use designations and allocations should be identified on a policies map.

4.2 The Waltham Forest Local Plan Policies Map was comprehensively updated with the adoption of Local Plan Part 1 on 29 February 2024; however, two new pieces of further evidence that have been advanced in support of the preparation of Local Plan Part 2 have resulted in further proposed changes to the policy designations. The updated ‘Skyline Study’ has resulted in proposed changes to the locations that are potentially suitable for tall buildings policy designation (please refer to Local Plan Part 1, Policy 54), and the ‘Lea Bridge Gateway SIL Masterplan (GLA STAGE 1)’ has resulted in proposed changes to the Strategic Industrial Locations (SIL) and Locally Significant Industrial Sites (LSIS) policy designations.

4.3 The designation of Larks Wood as a Local Green Space, as set out within the previous version of this document, is retained in this version and proposed as a further change to the Local Plan Policy Map.

4.4 The above changes to the Local Plan Policy Map are to be made upon adoption of Local Plan Part 2, and will supersede those published within Local Plan Part 1

Locations Suitable for Tall Buildings

4.5 The Skyline Study considers site allocations where ‘tall’ buildings, as defined in Policy 54 ‘Tall Buildings’ in Local Plan Part 1, could be appropriate. It examines these opportunities in greater detail, including an analysis of: local character; surrounding context; proximity to public transport interchanges; public transport accessibility; walking and cycling networks; nearby facilities such as shops, community facilities and social infrastructure; and the civic nature of potential land use.

4.6 The study has been updated in support of Local Plan Part 2 to test an illustrative development scenario on each site through the use of a visualisation tool called VU.City, on the basis of which it proposes an illustrative approach to an appropriate storey height range and location for height.

4.7 Reflecting this updated evidence, twelve amendments have been made to the ‘locations suitable for tall buildings’ designation, as set out in Table 2 and policy map changes to the locations suitable for tall buildings, and as shown in Figure 2.

Site Reference	Site Name	Change	Extent
R19013	Former Wilkos, Walthamstow High Street	Removed	Whole site removed
R19055	Low Hall Depot Industrial Area and adjacent sites	Removed	Whole site removed
R19041	Rigg Approach Industrial Area	Added	Part of site added
R19042	Lammas Road Industrial Area	Added	Part of site added
R19043	Orient Way Industrial Area	Added	Part of site added
R19116	Montague Road Estate	Added	Whole site added
R19066	152-154 Blackhorse Road	Added	Whole site added
R19067	1 Blackhorse Road	Added	Whole site added
R19102	Central House	Added	Whole site added

R19010	Cathall Leisure Centre, Epicentre and Jubilee Centre	Added	Whole site added
R19085	Temple Mills	Added	Whole site added
R19060	Avenue Road Estate	Added	Revised to add area of additional land in north east of site

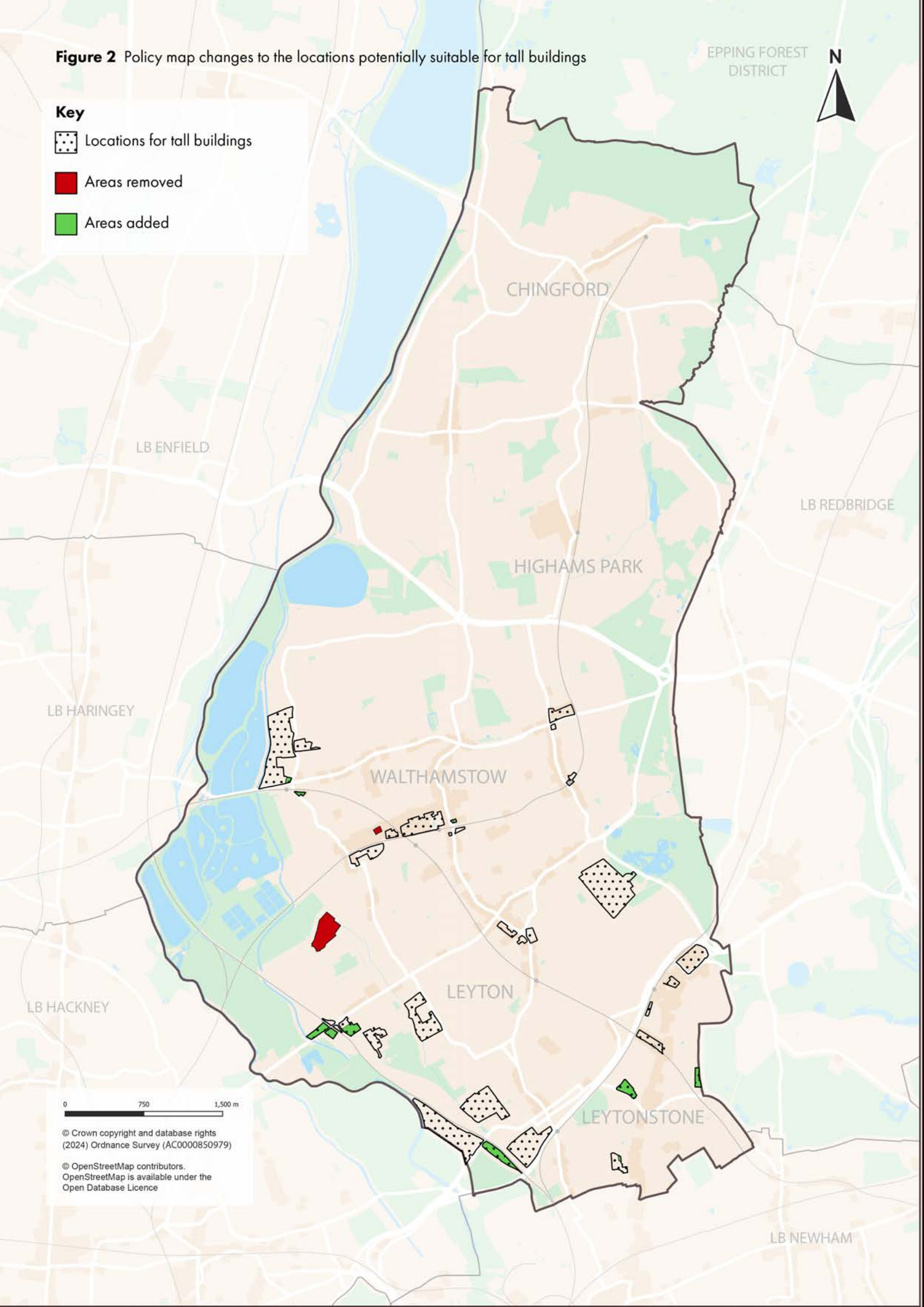
Table 2. Policy map changes to the locations potentially suitable for tall buildings

4.8 The amended boundaries are shown as they are intended to be viewed (i.e. without annotation) in Figure 3. Upon adoption, this Figure is to replace, in whole, the boundaries set out within Figure 14.1 within Local Plan Part 1.

Figure 2 Policy map changes to the locations potentially suitable for tall buildings

Key

- Locations for tall buildings
- Areas removed
- Areas added




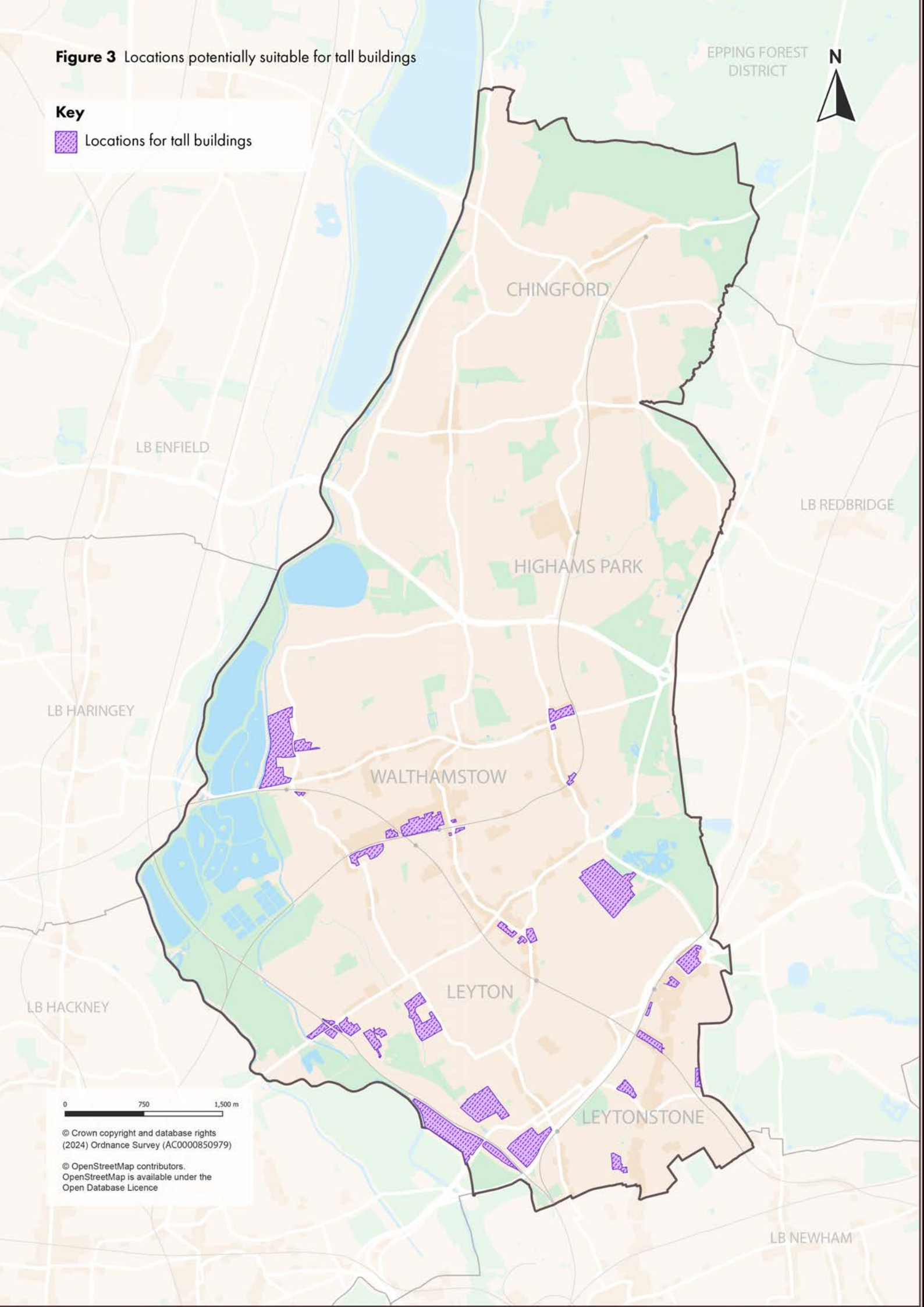
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Figure 3 Locations potentially suitable for tall buildings

Key

 Locations for tall buildings



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Strategic Industrial Locations (SIL) / Locally Significant Industrial Locations (LSIS)

4.9 Following the adoption of Local Plan Part 1, the Council has worked collaboratively with landowners and businesses across the Lea Bridge area to advance a two-stage industrial masterplan for the Lea Bridge Gateway Strategic Industrial Location (SIL), in accordance with Local Plan Part 1 Policy 29 'Industrial Masterplan Approach' and London Plan Policy E7 'Industrial intensification, co-location and substitution'.

4.10 The masterplan forms an important part of the Council's wider, borough-wide and plan-led approach to the delivery of modern, fit-for-purpose strategic industrial capacity in the most suitable and sustainable locations. It therefore builds on the commitment within Local Plan Part 1 (paragraphs 9.12 and 9.13), that "The role of Local Plan Part 2 – Site Allocations will be to establish the capacity which is required to be provided on specific sites in order to meet the borough's SIL-type/B8 industrial land need. The viability and deliverability of industrial supply (to meet additional B8 floorspace and re-provision for any loss) will be ensured through Local Plan Part 2 – Site Allocations, the Industrial Intensification Supplementary Planning Document (SPD) and a tailored monitoring arrangement to track progress. Any development proposals on SIL will be required to ensure that the supply of floorspace which is protected as SIL is maintained, and where possible increased".

4.11 The masterplan seeks to proactively identify whether logistics, industrial and related functions in the area could be intensified to provide additional industrial capacity. It also examines whether this can be achieved alongside the consolidation of the Strategic Industrial Location (SIL) to support the delivery of residential and other uses such as social infrastructure. The masterplan identifies that there is potential to deliver an uplift of between 4-9%, or of a minimum of 9,000 sqm, within the Lea Bridge Gateway Strategic Industrial Location, whilst responding to market demand, mitigating any negative impact on the transport capacity of the area's road network, and also delivering new homes and other uses to support the needs of the wider local community.

4.12 The masterplan is currently at 'Stage 1' – as set out within the draft Industrial Land and Uses London Plan Guidance (LPG) (December 2023) – the outputs of which are proposed sub-areas for intensification, co-location and/or release for housing/other uses, alongside the broad quantum by type of industrial capacity that would be delivered.

4.13 The Stage 1 masterplan forms part of the evidence base for Local Plan Part 2 and will be submitted to the Greater London Authority (GLA) for consultation and agreement on compliance with Local Plan Part 1 Policy 29 (Industrial Masterplan Approach) and London Plan Policy E7 (Industrial intensification, co-location and substitution).

4.14 On the basis of this updated evidence, and subject to the agreement of the GLA, the following changes are proposed to 'Strategic Industrial Location (SIL)' and 'Locally Significant Industrial Sites (LSIS)' policy designations.

- The southern part of the Rigg Approach Strategic Industrial Location (SIL6) is to be redesignated as a Locally Significant Industrial Site (LSIS).
- The northern part of the Lammas Road Strategic Industrial Location (SIL7) is to be redesignated as a Locally Significant Industrial Site (LSIS)
- The northern part of the Orient Way Strategic Industrial Location (SIL8) is to be redesignated as a Locally Significant Industrial Site (LSIS).

4.15 Reflecting the Council’s plan-led approach to the meeting employment needs, and the capacity of the site to accommodate new, modern and fit-for-purpose industrial floorspace for uses appropriate within a Strategic Industrial Location (SIL), the Council is also proposing the redesignation of the Argall Avenue Extension (LSIS8) to form part of the enlarged Argall Avenue Strategic Industrial Location (SIL5), which should also encompass the non-designated industrial land to the north to reflect the boundaries of the site allocation within the Council’s ownership to reflect the boundaries of the Low Hall Depot Industrial Area and adjacent sites allocation (R19055). This ensures that there is an overall net gain of approximately 1.58 ha of land designated as a Strategic Industrial Location (SIL) in Waltham Forest as a result of these changes.

4.16 The amendments described above are shown in Figure 4. Policy map changes for Strategic Industrial Locations (SIL) and Locally Significant Industrial Sites (LSIS).

4.17 The amended boundaries are shown, along with the Borough Employment Areas, as they are intended to be viewed (i.e. without annotation) in Figure 5. Industrial and employment locations. Upon adoption of this Plan, Figure 5 is to replace, in whole, the boundaries set out within Figure 9.1 within Local Plan Part 1. As a corresponding change, upon adoption Table 3. Employment Land is to replace, in whole, Appendix 2. Employment Land within Local Plan Part 1.

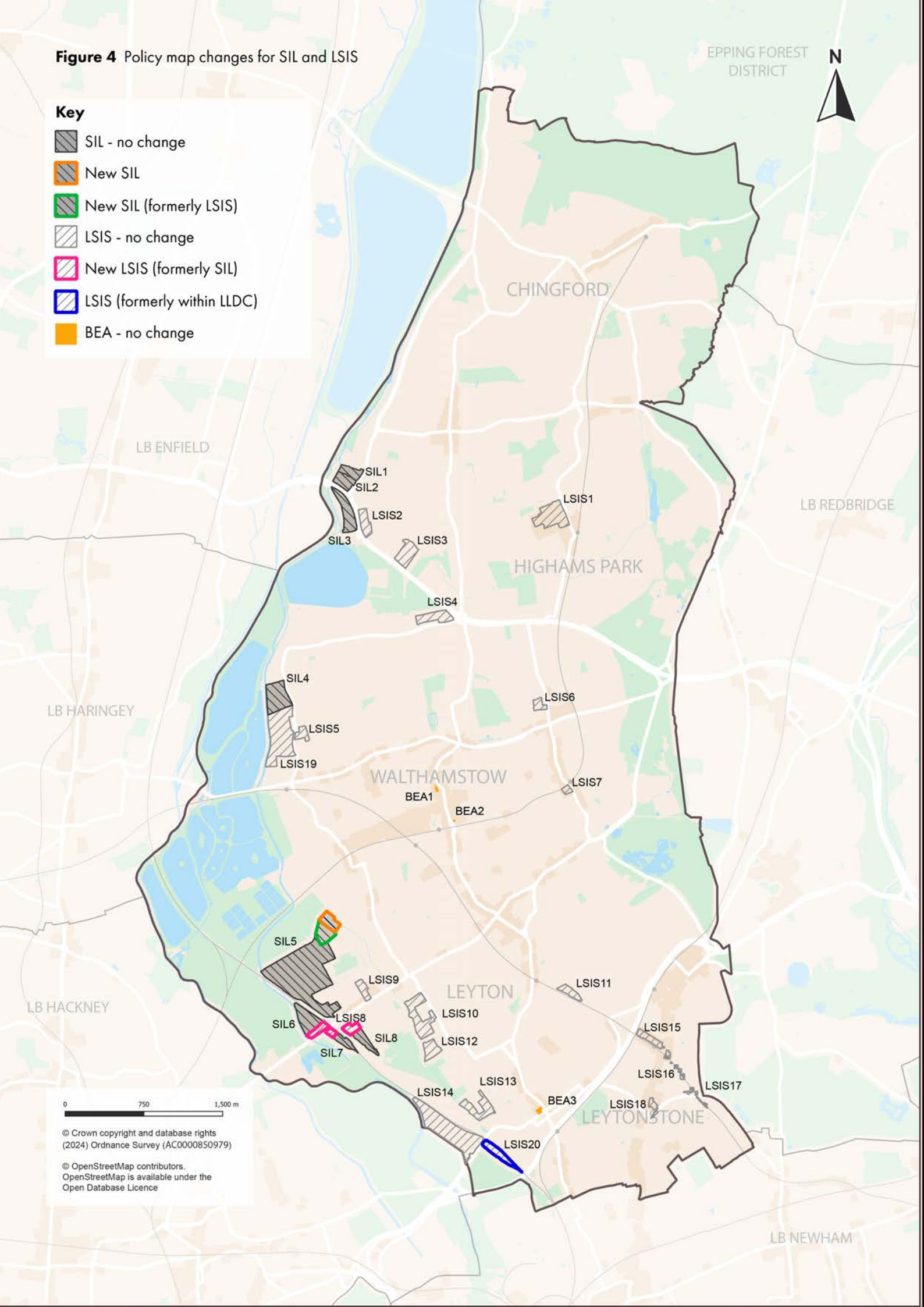
Site Reference	Site Name	Size (hectares)
SIL 1	Hall Lane	1.85
SIL2	Cork Tree Retail Park	2.24
SIL3	North Circular Road	4.06
SIL4	Blackhorse Lane	5.40
SIL5	Argall Avenue	29.11
SIL6	Rigg Approach	3.84
SIL7	Lammas Road	1.42
SIL8	Orient Way	2.01
LSIS1	Highams Park Industrial Estate	5.67
LSIS2	Cabinet Way	2.17
LSIS3	Justin Road/Trinity Way	3.21
LSIS4	Waltham Park Way	2.91
LSIS5	Sutherland Road	1.26
LSIS6	Clifford Road	1.07
LSIS7	Barrett Road	0.55
LSIS8	Lea Bridge Gateway	2.93
LSIS9	Heybridge Way	1.42
LSIS10	Church Road	5.36
LSIS11	Hainault Road	1.47
LSIS12	Etloe Road/Simonds Road	2.15
LSIS13	Auckland Road	3.36
LSIS14	Sherrin Road	11.91
LSIS15	Joseph Ray Road	1.61
LSIS16	Lancaster Road Arches	0.62
LSIS17	Montague Road/Courtenay Road Arches	0.40
LSIS18	Howard Road	0.75
LSIS19	Blackhorse Lane	10.71
BEA1	Hatherley Mews	0.20
BEA2	East London Office Centre	0.10
BEA3	E10 Business Centre	0.30

Table 3 Employment Land

Figure 4 Policy map changes for SIL and LSIS

Key

-  SIL - no change
-  New SIL
-  New SIL (formerly LSIS)
-  LSIS - no change
-  New LSIS (formerly SIL)
-  LSIS (formerly within LLDC)
-  BEA - no change




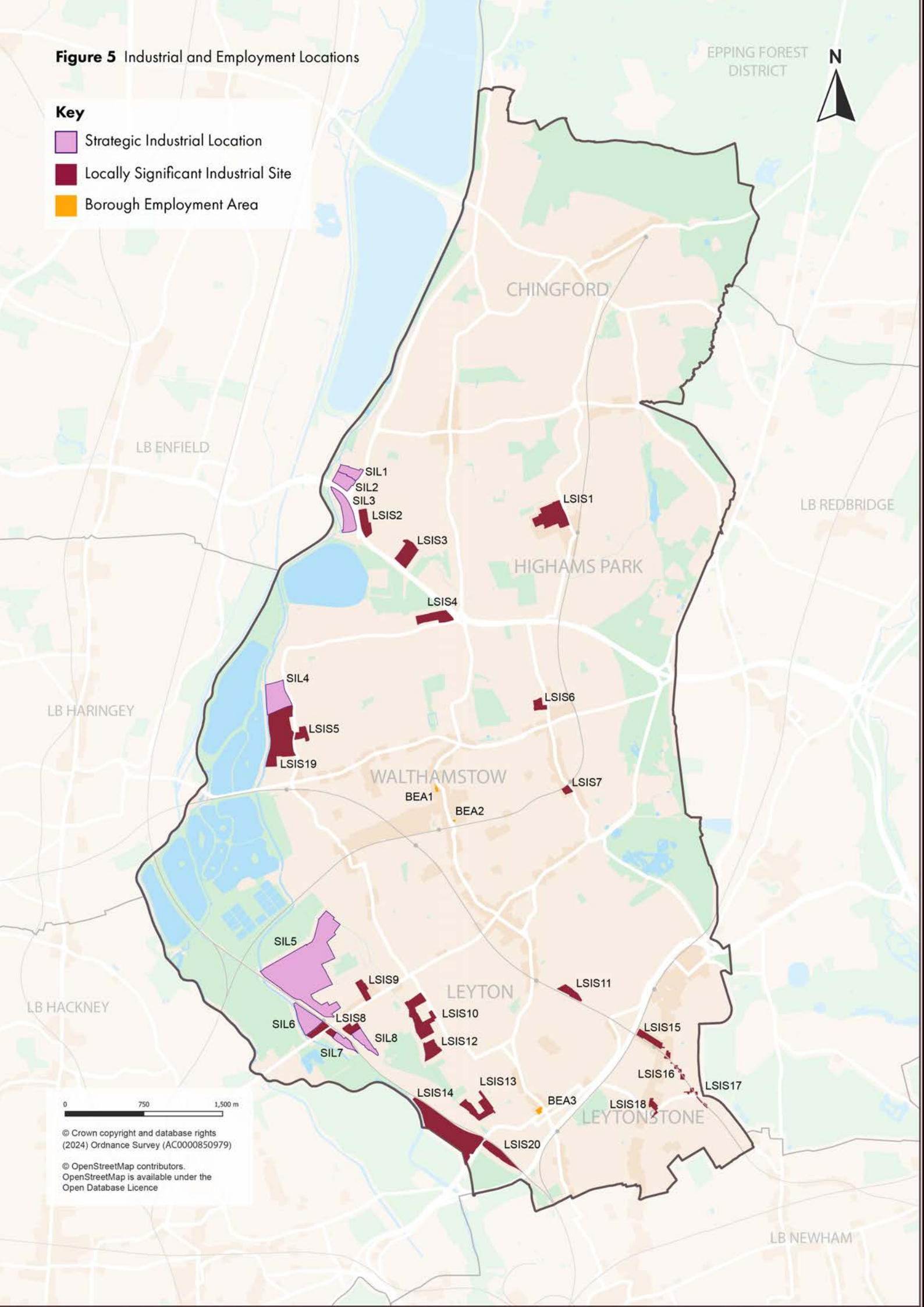
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Figure 5 Industrial and Employment Locations

Key

-  Strategic Industrial Location
-  Locally Significant Industrial Site
-  Borough Employment Area



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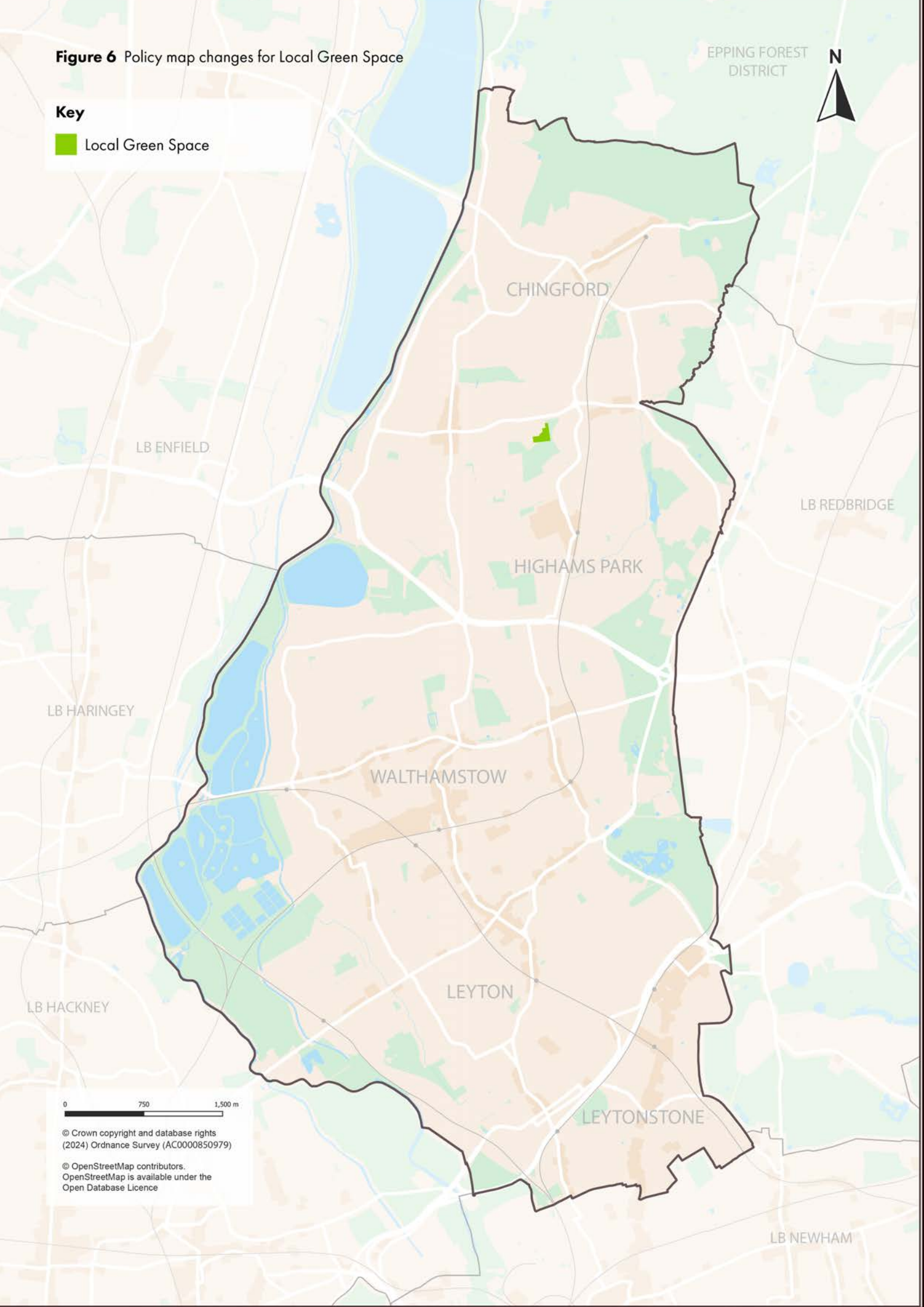
Local Green Space

4.18 The designation of Larks Wood as Local Green Space, following the application by the Friends of Ainslie and Larkwood (FoAL) and recommendation for approval on the basis of the criteria within paragraph 106 in the NPPF, was included in the previous version of this Local Plan (November 2021). That proposed designation is carried forward within this version, which is proposed to be added to the Local Plan Policy Map. The boundaries of the Local Green Space are shown in Figure 6. Policy map changes for Local Green Space, and in context of other parks, open space and recreation in Figure 7. Parks, Open Space and Recreation. Upon adoption, the latter Figure is to replace, in whole, the boundaries set out within Figure 17.3 within Local Plan Part 1.

Figure 6 Policy map changes for Local Green Space

Key

 Local Green Space



0 750 1,500 m

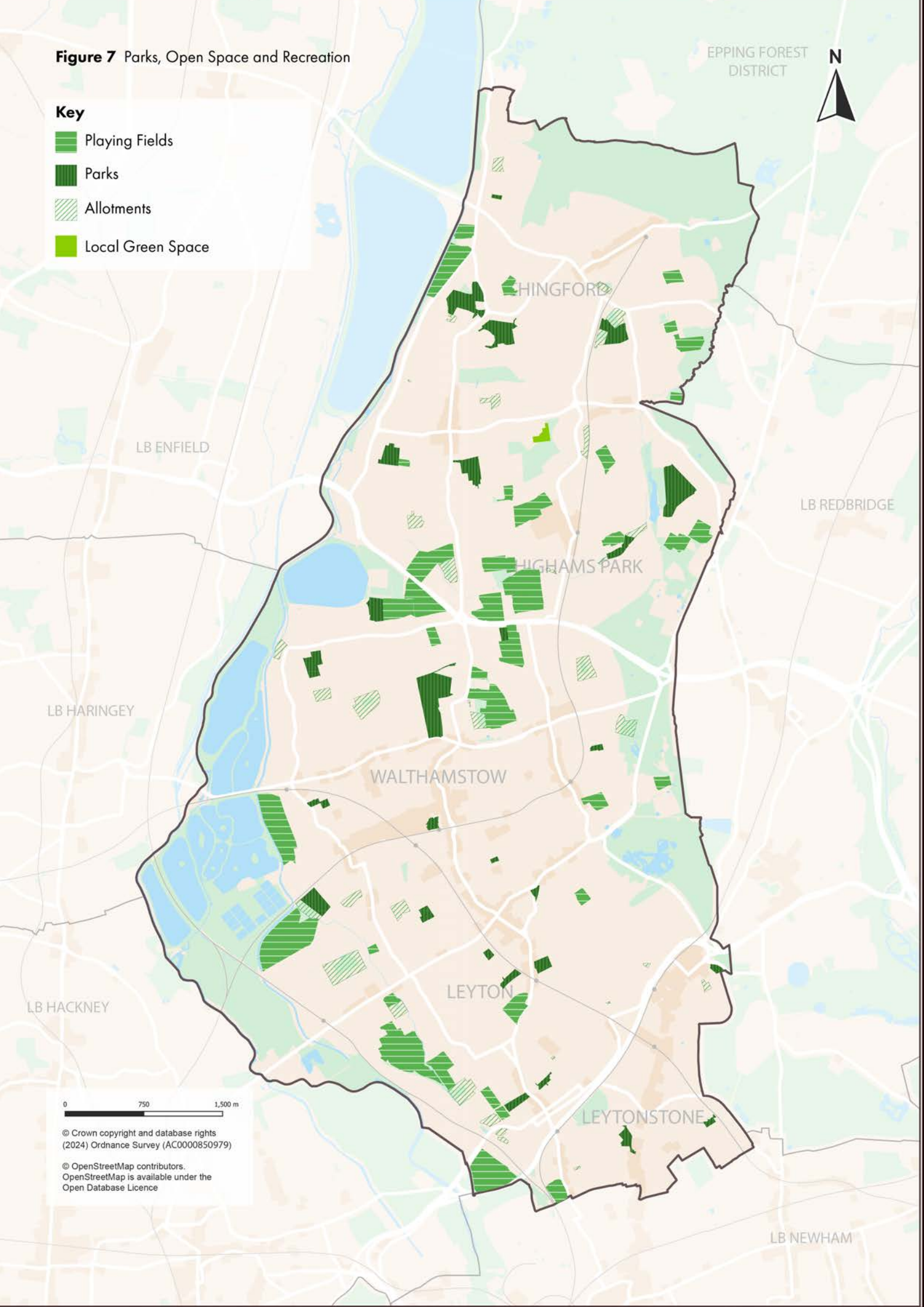
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Figure 7 Parks, Open Space and Recreation

Key

- Playing Fields
- Parks
- Allotments
- Local Green Space



EPPING FOREST DISTRICT



LB ENFIELD

LB REDBRIDGE

LB HARINGEY

WALTHAMSTOW

HINGFORD

HIGHAMS PARK

LB HACKNEY

LEYTON

LEYTONSTONE

LB NEWHAM



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Guide to Site Allocations

- 5.1** This section sets out further information on what is included within each site allocation.
- 5.2 Address:** The address of the site.
- 5.3 Previous site reference:** The site reference number included in the previous version of this Plan, dating from November 2021. If there is no number included herein, the site is a new addition for this version of Local Plan Part 2.
- 5.4 Ward:** The name of the ward the site is located within.
- 5.5 Site Size (Ha):** The total area of the site included within the site boundaries, measured in hectares (ha).
- 5.6 Ownership:** The status of landownership for the site grouped into public, private, or mixed public/private.
- 5.7 Consent Status:** Whether the site has planning permission or not. Please note the time limits on planning permissions, which are normally valid for 3 years from the date granted.
- 5.8 Planning Reference(s):** Where applicable, the planning application reference number(s) relating to the consent. Please note that this is included at the time of publication for consultation on this document, and interested parties should use the Council's webpage to understand the latest position on a site.
- 5.9 Planning Designations:** The planning designations from Local Plan Part 1 that are relevant to this site. This is intended for information only and is not necessarily comprehensive. Applicants must undertake their own assessments.
- 5.10 Site Allocation:** The supported land uses, set out in broad terms, should a planning application for the site be submitted, as well as any infrastructure, public realm and greening that is to be delivered on site. Site Allocations also specify whether existing uses are to be reprovided, such as the reprovizion of a suitably sized supermarket on the Leyton Mills Retail Park site (R19001).
- 5.11 Indicative Capacities:** The indicative gross number of homes and the gross quantum of non-residential floorspace that could be accommodated on the site should it be redeveloped, where this information is known. These are derived from a range of sources, including engagement through the Development Management process (e.g. consents), design-led feasibility studies, and other design-led capacity testing. The capacities included in the plan should not be read prescriptively. The actual development capacity of a site will ultimately need to be determined through the planning process.
- 5.12 Potential Delivery Timescale:** This sets out an estimation of the likely timescales for the completion of development of the site, divided into three five-year periods from 2020-2025, 2025-2030, 2030-2035. This estimation is based on a range of different sources of information, including engagement with landowners and/or developers and the complexity of the site. For larger, more complex sites, delivery is likely to be phased, with completion at different times. In some cases, completion of later phases may even be after the Plan Period of 2020-2035. For clarity, and as above, the allocations set out the total number of

homes (gross) that could be accommodated on site; however where they are likely to be completed after 2035 they are not included within the Council's evidence or understanding of housing supply to meet identified needs over the Plan Period.

5.13 Character-led Intensification Approach: This indicates which of the three approaches to character-led intensification would be supported for each site allocation, in accordance with Local Plan Part 1 Policy 8 'Character-Led Intensification'. Further information and guidance on Character-led intensification will be set out in the Exemplar Design Supplementary Planning Document (SPD). The three categories are:

- Reinforcement – applicable to site/areas with robust and desirable character where opportunities for redevelopment will involve modest intensification.
- Transition – applicable to sites/areas where considerable intensification would be justified, resulting in some change in existing character.
- Transformation – applicable to sites/areas with a fragmented urban grain, where a transformative approach to intensification and change to existing character can be justified to deliver substantially more development.

5.14 Each site includes Site Requirements which set out the policy requirements that development proposals will be expected to achieve in order to secure planning permission, and against which planning applications will be assessed when they are submitted to the Council for determination. These site requirements are provided in addition to the policies in Local Plan Part 1, as well as to relevant policies from other documents that form the borough's Statutory Development Plan, and guidance in Supplementary Planning Documents (SPDs). Satisfying the requirements for a site within this document only is not sufficient to secure planning permission.

5.15 A Site Boundary and Constraints Plan and a Placemaking Plan is also provided for each site.

5.16 Site Boundary and Constraints Plans show the boundary to which the site allocation applies, the location and boundaries of adjacent or proximate allocations, as well as setting out important potential constraints to development, such as to protected areas of green space, flood zone mapping, and heritage considerations. The constraints included are intended for information only, and are not intended to be comprehensive. Applicants should also have reference to the Waltham Forest Local Plan Policy Map. For certain sites, constraints on development resulting from flood risk or important adjacent ecological areas limit the land which can be developed. Where this is the case, the Site Boundary and Constraints Plan also depicts the 'non-developable area', which is related to policy set out within the Site Requirements. The key for the Site Boundary and Constraints Plans is included below and is also set out for ease of reference at the end of the document.



Figure 8. Site Boundary and Constraints Plan Key

5.17 Placemaking Plans support the detailed wording of each allocation and are intended to provide further detail on the Council’s Exemplar Design aspirations for the site with respect to site layout and placemaking. Typical features to be included on the placemaking plans include where existing trees and vegetation should be retained and/or new or enhanced green infrastructure provided; where improvements should be made to existing public realm and/or where new public realm should be provided; key active travel routes that should be enhanced and/or new active travel links that should be provided; and where active frontages will be particularly important for creating high quality streetscenes, enhancing overlooking and community safety and, where relevant, ensuring the vitality of our town centres and high streets. Placemaking plans are provided in the form of a key diagram and features are not shown to scale. The key for the Placemaking Plans is included below and is also set out for ease of reference at the end of the document.

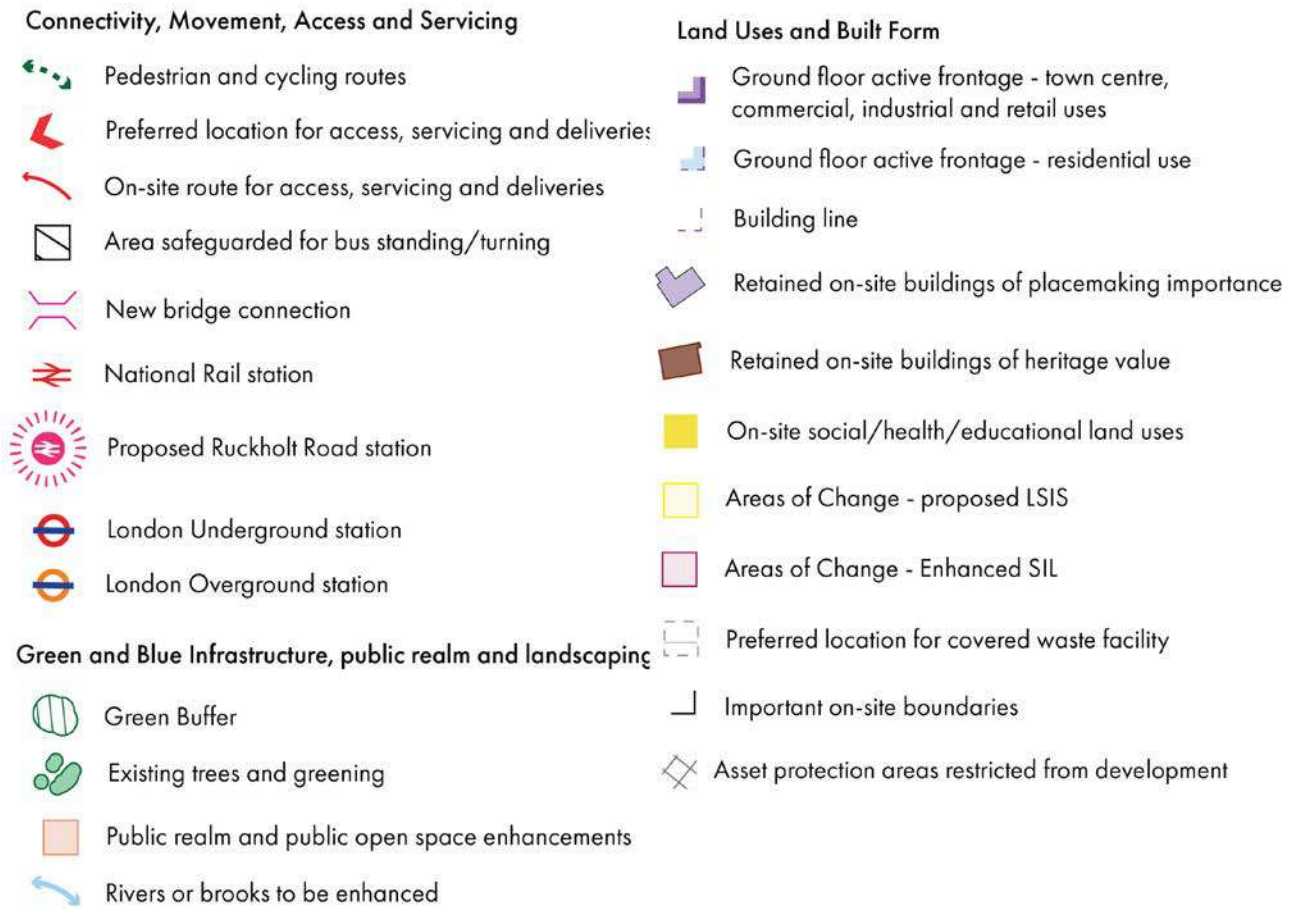


Figure 9. Placemaking Plans Key

Site Allocations Policy

Policy 96 Site Allocations

- A. Planning permission will be granted where the proposed development positively addresses the allocation and site requirements, and where the proposed development would be in accordance with all other relevant development plan policies taken as a whole, unless material considerations indicate otherwise.
- B. In order to ensure that a comprehensive and cohesive approach is taken to the planning and delivery of sites, the Council will expect landowners (whether within a single allocation or within adjacent or proximate allocations) to work collaboratively wherever possible, including investigating whether the preparation of a masterplan or area framework would provide greater security of delivery, if one does not already exist. Planning applications will need to demonstrate how development will be well integrated with adjacent sites, including that proposals will not prejudice the development of adjoining sites in accordance with a site allocation.
- C. Where further or updated information and guidance is provided in a Supplementary Planning Document (SPD) or other planning related document which is relevant to a Strategic Location or a site allocation, this will be a material consideration in determining applications.
- D. In order to secure planning permission, development proposals will be expected to provide adequate contributions towards the physical, social and community, and green infrastructure to meet the needs associated with the development. The borough's infrastructure requirements and priorities are set out in the Infrastructure Delivery Plan (IDP).
- E. In order to secure planning permission, development proposals will be expected to deliver Exemplar Design quality that creates human, social, environmental and financial value. Applicants are encouraged to enter into a Development Partnership Agreement (DPA) with the Council to help achieve this, and it must be clearly demonstrated within the application submission how the four values will be delivered.

Delivering Site Allocations

6.1 Waltham Forest is an attractive and sustainable place for growth, however there is only a limited amount of land available. The borough's site allocations are a key mechanism in ensuring that, where development takes place, it makes the most efficient use of land and buildings in order to deliver the Council's spatial vision, objectives and development requirements to achieve inclusive growth, deliver a more equal borough and meet the needs and aspirations of residents.

6.2 Developers should work closely with those affected by their proposals to evolve designs that take account of the views of the community to enhance their proposal. Proactive, consistent and design-led engagement with the community from an early stage in the design process results in supportable proposals and improved delivery.

6.3 The Council recognises that land within some sites or clusters of sites will be within different ownerships and may come forward as individual planning applications. Landowners and developers will be expected to work together, including to investigate the possibility of preparing a masterplan or area framework for the wider location if one does not already exist. This is to ensure that a comprehensive and cohesive approach is taken to the planning and delivery of development and infrastructure. Where such masterplans or area frameworks have been prepared, it should be clearly demonstrated as part of any planning application how the proposal will accord with them, including demonstrating how adjacent sites could be progressed as subsequent phases. Where such masterplans or area frameworks are not progressed, development proposals should not prejudice the ability of adjoining sites to realise the principles and aspirations set out in the relevant site allocations.

Infrastructure Requirements

6.4 The Local Plan is clear that investment in supporting infrastructure must be provided to ensure growth is inclusive and sustainable, and Local Plan Part 2 builds on the requirements set out within Policy 94 (Infrastructure and Developer Contributions) within Local Plan Part 1 by requiring development proposals for sites to provide adequate contributions towards physical, social and community, and green infrastructure to meet the needs associated with the development. Development proposals should refer to the Infrastructure Development Plan (IDP), to understand the borough's most up to date infrastructure requirements and priorities and to ensure the coordinated delivery of new development and infrastructure. The IDP is a 'live' document that is regularly updated in collaboration with infrastructure providers, such as the NHS, UK Power Network, utility companies and other Council departments.

6.5 A current snapshot, based on the IDP and the Infrastructure Delivery Schedule (IDS) at the time of writing, of infrastructure requirements within each Strategic Location – as well as across the North, Central, and South areas of Waltham Forest outside of Strategic Locations – is included within this document at the start of each chapter. These area specific infrastructure requirements are in addition to the delivery of borough-wide infrastructure, such as affordable housing and workspace, tree planting, biodiversity, open space and flood mitigation measures including Sustainable Drainage Systems (SuDS). Reflecting the Plan Period, which runs from 2020-2035, some of this infrastructure is already being delivered.

6.6 It is important to note that these snapshots have been written to capture the Strategic Location in which the infrastructure will be delivered. It is very likely that most of this infrastructure will provide benefits to residents, workers and visitors to the borough of a much-wider area than the Strategic Location that it is listed under, and it may therefore be necessary for development outside that Strategic Location to make appropriate contributions to its delivery.

Exemplar Design

6.7 A key priority for the Council is that all new development in the borough is of the highest – or ‘exemplar’ – design quality. Exemplar design is about more than what a development looks like, but should deliver four interconnected values:

6.8 Human value: Well designed spaces that enhance health, well-being and personal and community safety.

6.9 Social value: Designing with local character and community needs in mind to help integrate development into existing neighbourhoods and surrounding areas.

6.10 Environmental value: Considering the holistic impact of a development on the environment, from fighting the climate emergency to improving air quality, reducing surface water flooding and considering the life-cycle of materials to help reduce waste and emissions.

6.11 Financial value: Good design ensures that inclusive growth is accessible for everyone, including delivering genuinely affordable homes and workspaces that are not only affordable to rent or buy, but also to run and maintain.

6.12 To achieve exemplar design, applicants should consider quality and deliverability from the start of a proposal through to completion and beyond; and should set out within their submission materials how this will be achieved. To assist with this, applicants are encouraged to enter into a Development Partnership Agreement (DPA) with the Council. DPAs establish a bespoke process for guiding a development through the full development cycle from feasibility and strategic planning stages to delivery and completion, reducing risk and increasing quality.

6.13 As part of the commitment to achieving Exemplar Design, development proposals for all site allocations will be referred to a Waltham Forest’s Design Review Panel at the appropriate time / times.

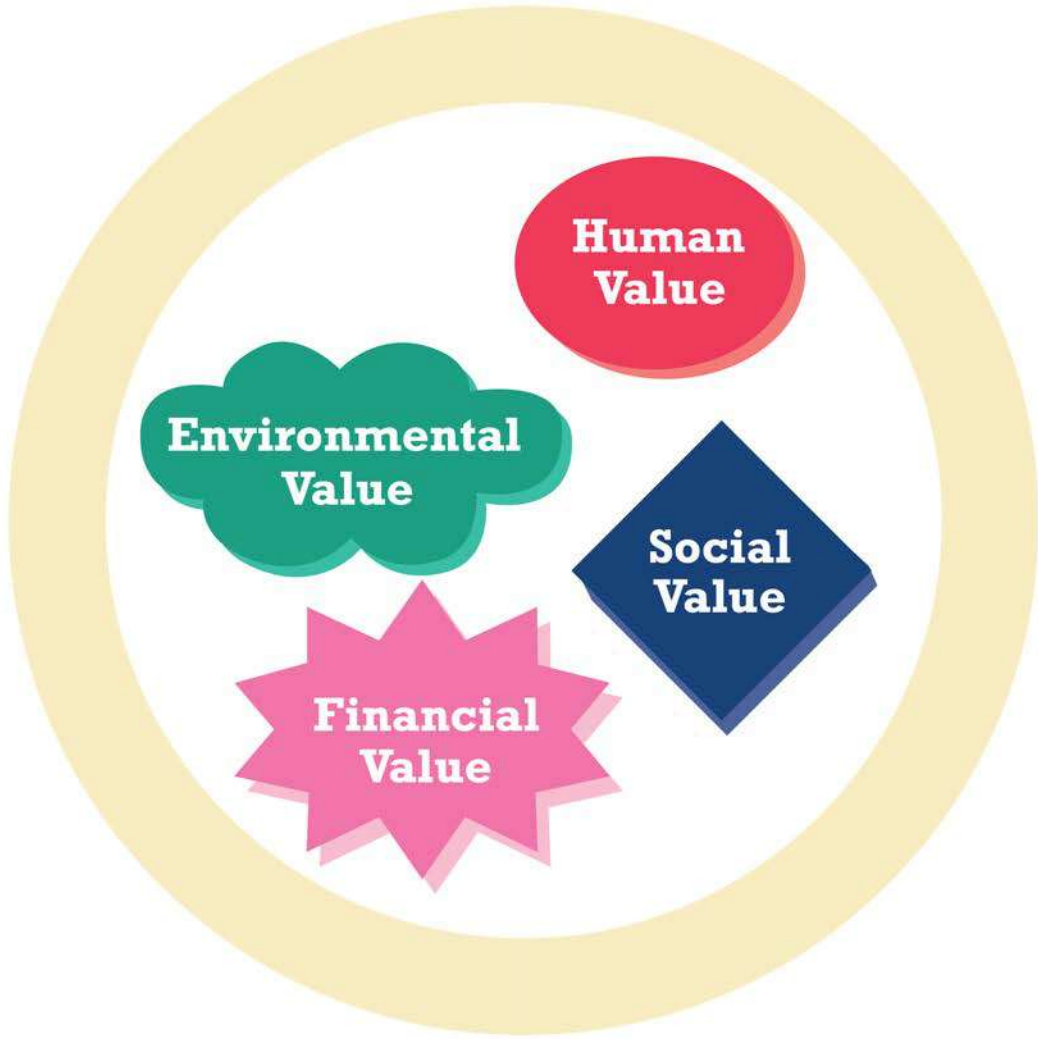
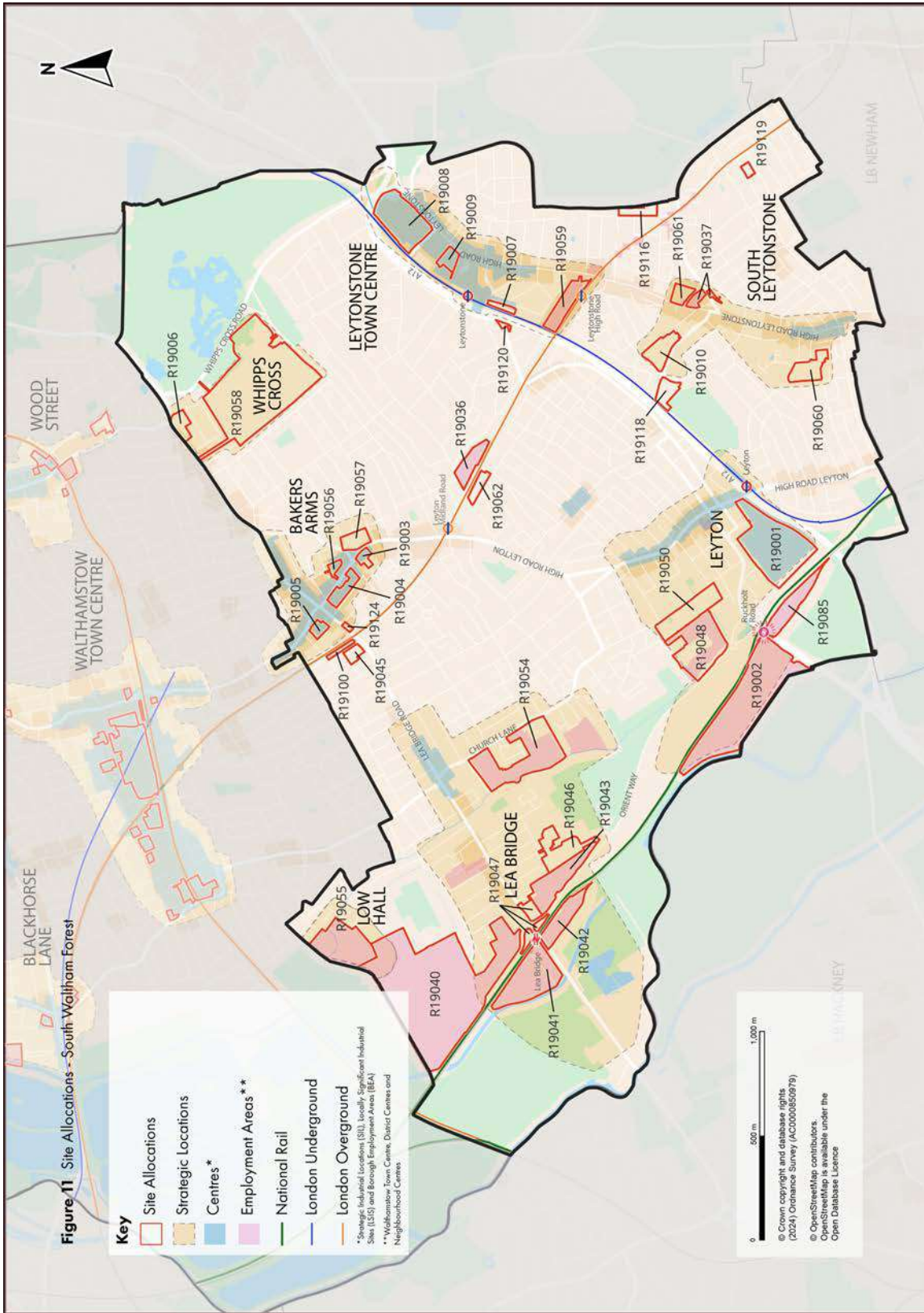


Figure 10 - Exemplar Design Graphic

South Waltham Forest - Site Allocations



Lea Bridge

Lea Bridge Strategic Location - Infrastructure Requirements

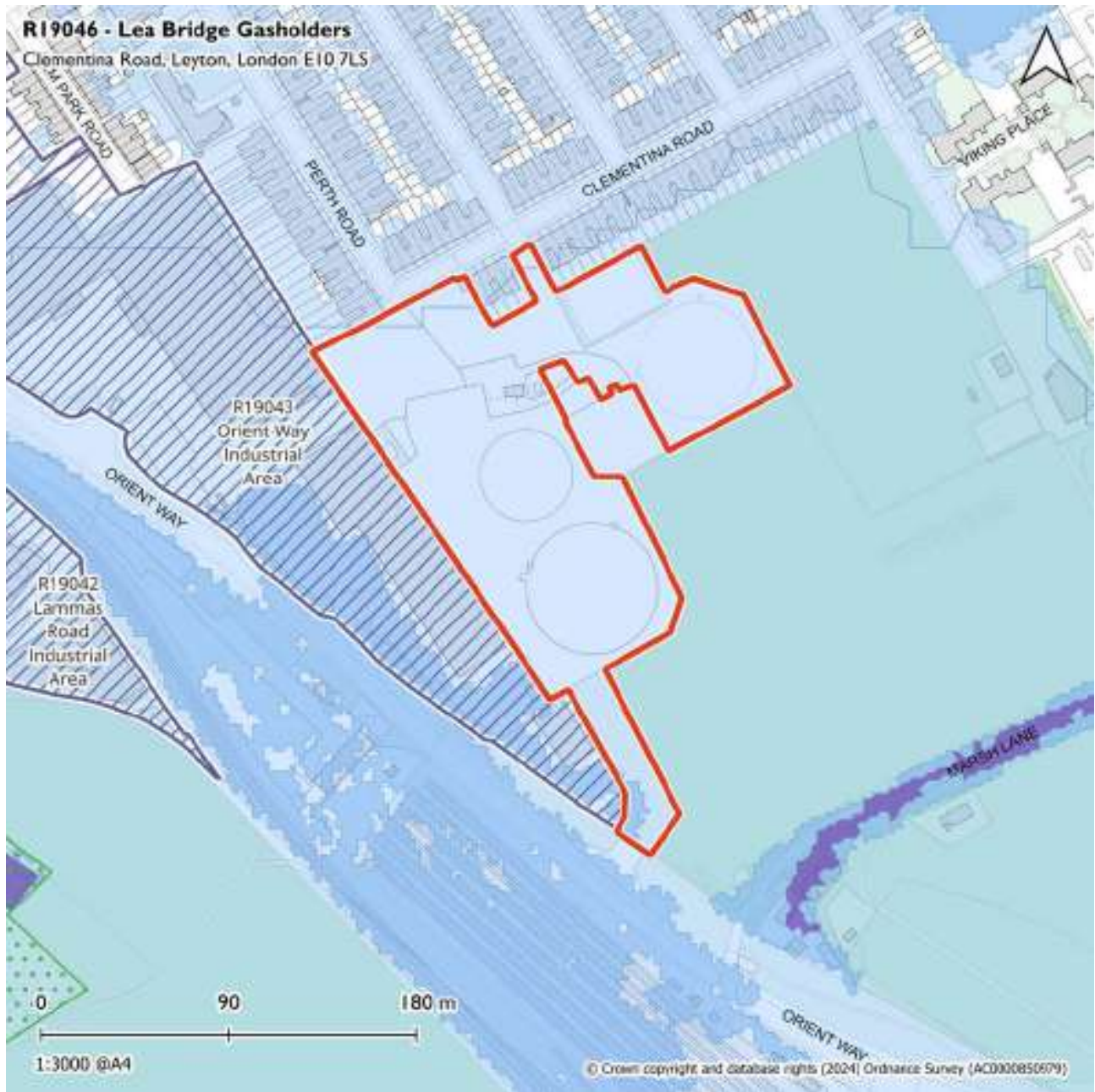
8.1 To ensure that growth is inclusive and sustainable, development must contribute to the delivery of key infrastructure in accordance with policy 96. This includes borough-wide infrastructure, such as affordable housing and workspace, tree planting and biodiversity, flood mitigation measures including Sustainable Drainage Systems (SuDS), and investment in educational facilities, cultural initiatives, and heritage assets. This list sets out the specific requirements identified to be delivered in Lea Bridge Strategic Location based on a snapshot of the Infrastructure Delivery Plan (IDP) at the time of drafting. It is very likely that much of it will serve communities outside the Strategic Location too, and it may therefore be necessary for development outside the Strategic Location to make appropriate contributions to its delivery.

8.2 Development proposals within the Lea Bridge Strategic Location will be expected to deliver or contribute towards the delivery of the following infrastructure items:

1. Culture	<ul style="list-style-type: none"> i. Installation of new public art at Markhouse Corner. ii. Investment in new community projects to utilise and build on Lea Bridge’s emerging cultural, creative and arts spaces.
2. Education	<ul style="list-style-type: none"> i. New childcare provision at Lea Bridge Gasholders site.
3. Employment and Social and Community Infrastructure	<ul style="list-style-type: none"> i. Provision of new community hub within Lea Bridge station sites ii. Ongoing engagement with local young people in Lea Bridge area. iii. Extension built at existing Lea Bridge Library. iv. Completed enhancements to Friendship Garden at Langthorne Park. v. Activation of Lea Bridge railway arches for community and commercial use.
4. Flood Mitigation	<ul style="list-style-type: none"> i. Investment in the Dagenham Brook River Restoration Corridor. ii. Investment in the River Lea Flood Relief Channel pedestrian and cycling link. iii. Biodiversity and access improvements to Low Hall flood storage area.
5. Green and Blue Infrastructure	<ul style="list-style-type: none"> i. A new nature and educational trail, linking and enhancing green spaces and waterways throughout the area, including Jubilee Park. ii. Improvements to Bridge Road playground including dedicated 11+ youth space. iii. A new playable route from South Access Road to Leyton Jubilee Park to create a safe place for young people travelling to and from local schools and sports facilities.
6. Health	<ul style="list-style-type: none"> i. Provision of new Health Hub at Lea Bridge Gasholders site.
7. Heritage	<ul style="list-style-type: none"> i. Retain and re-activate the Greyhound Pub at Lea Bridge and improve its public realm setting. ii. Enhance facades of existing Art-Deco buildings on Markhouse Parade including the former Savoy Cinema. iii. Create a new local Heritage Trail, incorporating parts of the historic Black Path with wayfinding and educational materials.
8. Public Realm	<ul style="list-style-type: none"> i. Improvements to Markhouse Corner public realm.

	<ul style="list-style-type: none"> ii. Improved accessibility and public realm around existing railway footbridge at Argall Way enhancing the connection to the Rigg Approach industrial area and providing better access to the Lee Valley Regional Park (LVRP). iii. Improved public realm on Rigg Approach. iv. Accessibility improvements to Marsh Lane footbridge. v. Shopfront improvements along Lea Bridge Road and Markhouse Corner. vi. Enhancements to existing public realm and establishment of play streets at Marsh Lane encouraging more pupils to walk, cycle, scoot or skate to school.
<p>9. Suitable Alternative Natural Greenspaces (SANGs)</p>	<ul style="list-style-type: none"> i. SANGs sites identified as potentially providing visitor uplift capacity for new homes in the Lea Bridge Strategic Location include: <ul style="list-style-type: none"> ● Banbury Reservoir ● Douglas Eyre Playing Field ● Low Hall Farm ● Low Hall Wood and Sports Ground ● Queens Road Cemetery ● Stoneydown Park
<p>10. Transport</p>	<ul style="list-style-type: none"> i. Delivery of a new station building at Lea Bridge station with barriers and improved step free access. ii. Investment in the Primary Cycle Network between Lammas Road and Queen Elizabeth Olympic Park (QEOP) via New Spitalfields Market. iii. Extend Primary Cycle Network connecting Lea Bridge Road with Leyton and onwards to Stratford and Queen Elizabeth Olympic Park.

Lea Bridge Gasholders (R19046)



Please read in conjunction with the 'Site Boundary and Constraints Plan Key', which can be found at the end of the document.

Address:	Clementina Road, Leyton, London E10 7LS		
Previous site reference:	SA05	Ward:	Lea Bridge
Site Size (Ha):	2.54	Ownership:	Private
Consent Status:	Consented	Planning Reference(s):	201329 / 232678
Planning Designations:	Lea Bridge Strategic Location; Area potentially suitable for tall building(s)*; SIL; APA; AQMA; Flood Zone 2; Flood Zone 3a; MOL (adjacent); Playing Fields (adjacent); Greenway (adjacent); Main River (8m).		

Footnote to Planning Designations - *This site has been identified as a location where a building/buildings of 18 storeys or more may be acceptable, with buildings of 20 and 21 storeys tested and approved as part of the planning application (reference: 232678).

Lea Bridge Gasholders (R19046) - Site Allocation

Site Allocation

- A. Provide new homes, a healthcare facility, an early years facility, other commercial uses, new and enhanced public realm and accessible, biodiverse green open spaces.

Indicative Capacities

- B. 640 homes
- C. 1,340 sqm commercial uses and residential facilities

Potential Delivery Timescale

- D. Development of the site is expected to be completed in

2020-2025	2025-2030	2030-2035
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Character-led Intensification Approach

- E. Transformation

Lea Bridge Gasholders (R19046) - Site Requirements

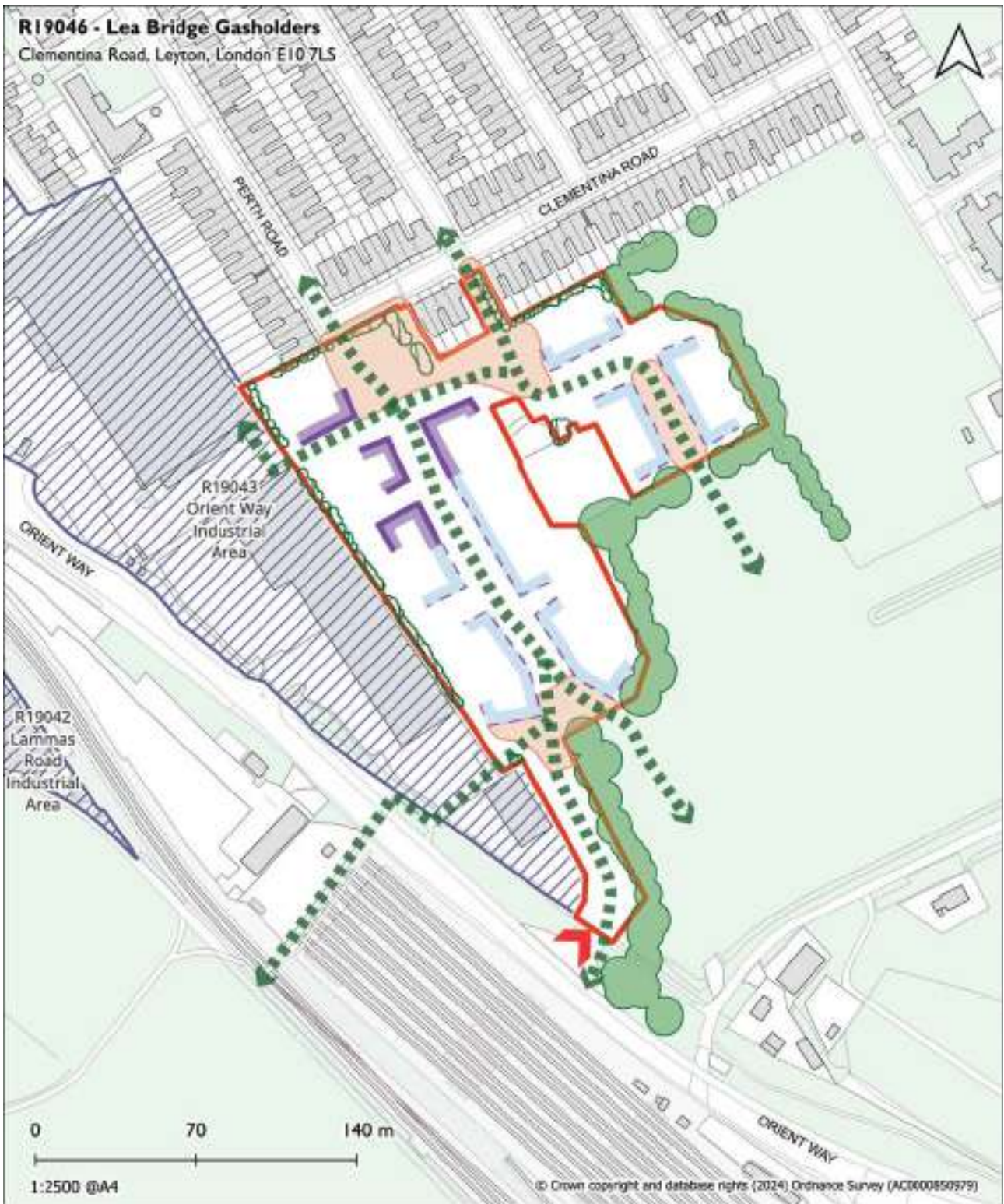
In order to secure planning permission, development proposals will be expected to

- A. Optimise the capacity of the site to deliver approximately 640 high quality, accessible, sustainable homes, including affordable housing.
- B. Explore whether Build to Rent homes (meeting the London Plan and Local Plan Part 1 definitions), including affordable housing preferably for London Living Rent, are appropriate for this site or parts of this site. All Build to Rent development in the borough will be expected to explore the potential to offer affordable housing to local key workers.
- C. Provide a healthcare facility and an early years facility on site to contribute to meeting local community infrastructure needs.
- D. Provide commercial uses of a size and scale that would support the new and local residential population, and which would complement rather than compete with the offering in nearby centres. Uses that are considered particularly suitable for this site include a gym or food and beverage uses. The quantum of uses should be informed through the detailed design process and an assessment of need should be made at the application stage.
- E. Avoid harmful impacts on the sensitive edges associated with the residential uses that bound the site.

- F. Provide safe, well defined and well managed servicing and delivery access to the west of the site from Orient Way.
- G. Create new high quality pedestrian-focused public realm throughout the site, including a more significant provision at the northern part of the site at Perth and Clementina Road, and which is green, safe and accessible to all.
- H. Deliver new pedestrian and cycle connectivity through the site, linking to Leyton Jubilee Park, the Marsh Lane Footbridge, and the Lea Valley Regional Park.
- I. Deliver new and enhanced greening and biodiversity throughout and around the site, including through the provision of tree planting, green spaces, and green roofs.
- J. Retain and enhance significant and/or mature trees by incorporating them into the layout and landscape design, and suitably protecting them during construction and operation. This includes root protection as well as crown growth in proximity to buildings over the tree's natural lifespan.
- K. Protect and enhance the integrity of the Marsh Lane Playing Field Metropolitan Open Land (MOL) to the south and east of the site by appropriately designing and siting buildings and new green space.
- L. Demonstrate no adverse impacts on the culverted river that runs through the site.
- M. Assess whether a decontamination strategy is required and, if necessary, develop and implement it. The strategy should be independently monitored and verified.
- N. Mitigate existing pluvial flood risk in the eastern part of the site to achieve greenfield run off rates through appropriate design, including Sustainable Drainage Systems (SuDS) where appropriate. Development should also make efforts to reduce pluvial flood risk off site.
- O. Provide a high-level district heat network feasibility study, to be agreed with the LPA (and the GLA, if required). This site has been identified as lying within a 'Zone of Interest' for future district heat network expansion in conjunction with the development of a future Strategic Heat Main extension into the borough. Applicants should engage with the Council at the earliest opportunity.
- P. Ensure that the overall integrity and efficacy of the adjacent Lea Bridge Gateway industrial area, and the existing or potential industrial activities located within it are not compromised by development on the site, including the ability of industrial activities to operate on a 24-hour basis. This should be achieved through the layout and orientation of any proposals, including the location of public realm, as well as consideration of access, servicing, soundproofing and other design mitigation measures. The Agent of Change principle will be applied to protect the industrial function of the SIL.
- Q. Support the principles set out within the Lea Bridge Area Framework (2022), or subsequent updates to this work.

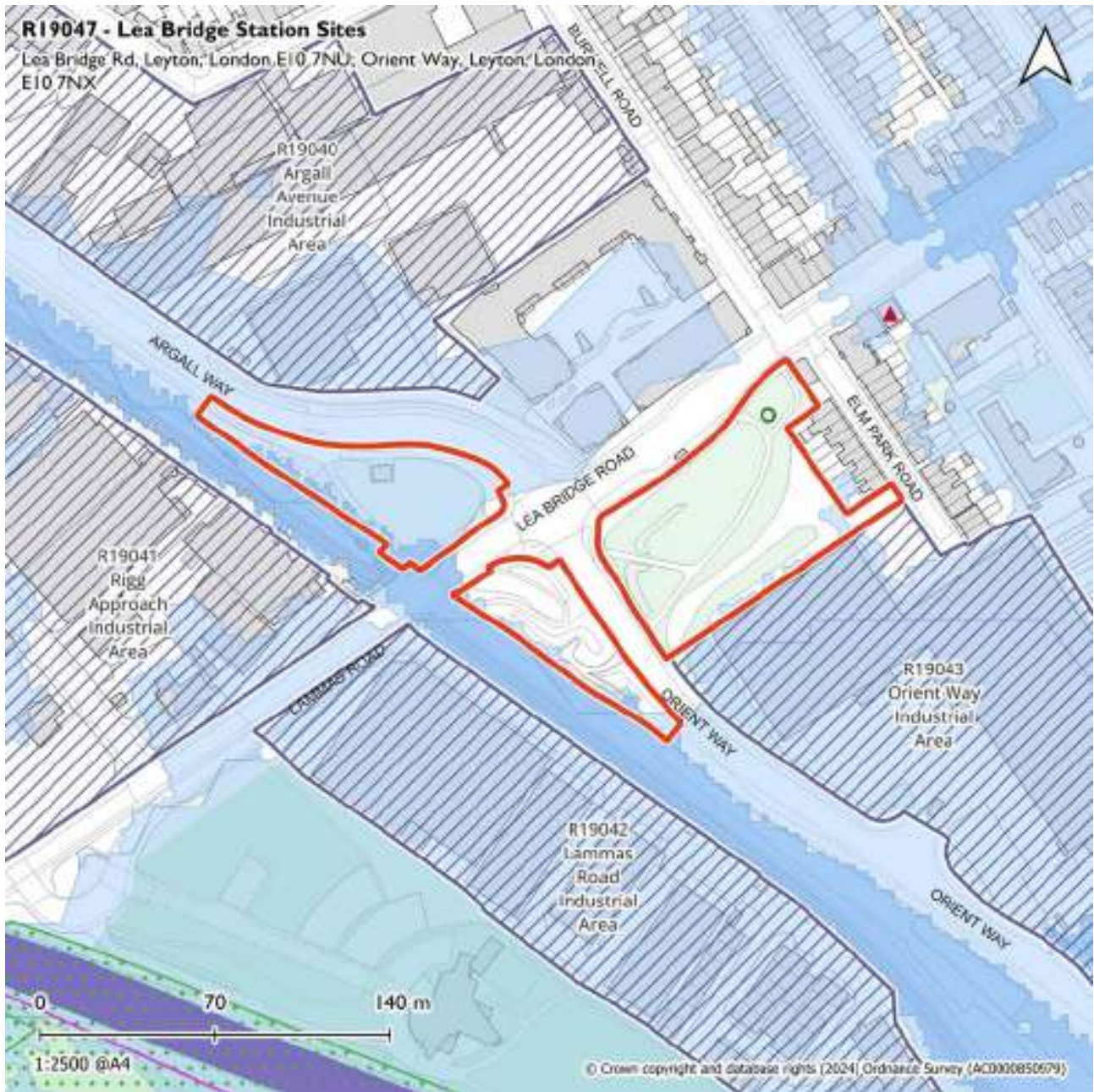


Lea Bridge Gasholders (R19046) - Placemaking Plan



Please read in conjunction with the 'Placemaking Plan Key', which can be found at the end of the document.

Lea Bridge Station Sites (R19047)



Please read in conjunction with the 'Site Boundary and Constraints Plan Key', which can be found at the end of the document.

Address:	Lea Bridge Rd, Leyton, London E10 7NU; Orient Way, Leyton, London E10 7NX		
Previous site reference:	SA06	Ward:	Lea Bridge
Site Size (Ha):	1.17	Ownership:	Public
Consent Status:	Consented*	Planning Reference(s):	212685
Planning Designations:	Lea Bridge Strategic Location; Area potentially suitable for tall building(s)**; LSIS; Locally Listed Building (adjacent); APA; TPO; AQFA; AQMA; Flood Zone 2; Flood Zone 3a; LVRP (adjacent); Greenway.		

Footnote to Planning Consent - *Further iterations of this permission are expected to be submitted to address viability concerns.

Footnote to Planning Designation - **This site has been identified as a location where a building/buildings of 18 storeys or more may be acceptable, with buildings of 26 and 23 storeys tested and approved as part of the planning application (reference: 212685).

Lea Bridge Station Sites (R19047) - Site Allocation

Site Allocation

- A. Provide new homes, community facilities, town centre uses, a new step free entrance to Lea Bridge Station, new and enhanced public realm and accessible, biodiverse green open spaces.

Indicative Capacities

- B. 345 homes
- C. 2,425 sqm non-residential uses

Potential Delivery Timescale

- D. Development of the site is expected to be completed in

2020-2025	2025-2030	2030-2035
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Character-led Intensification Approach

- E. Transformation

Lea Bridge Station Sites (R19047) - Site Requirements

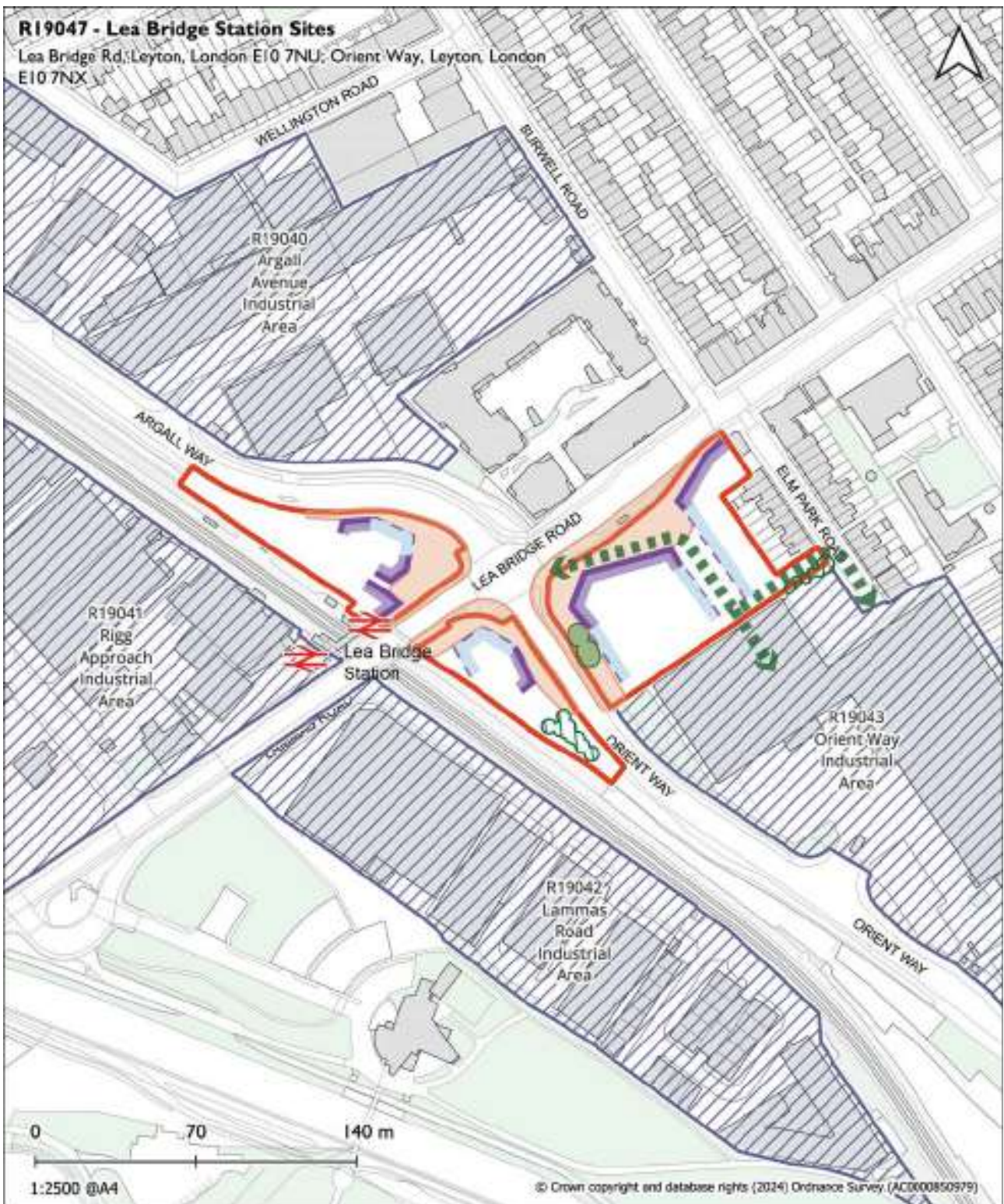
In order to secure planning permission, development proposals will be expected to

- A. Optimise the capacity of the site to deliver approximately 345 high quality, accessible, sustainable homes, including affordable housing.
- B. Explore whether Build to Rent homes (meeting the London Plan and Local Plan Part 1 definitions), including affordable housing preferably for London Living Rent, are appropriate for this site or parts of this site. All Build to Rent development in the borough will be expected to explore the potential to offer affordable housing to local key workers.
- C. Provide town centre uses of a size and scale that would support the new and local residential population, and which would complement rather than compete with the offering in nearby centres. Uses that are considered particularly suitable for this site include retail, food and beverage, and workspace. The quantum of uses should be informed through the detailed design process and an assessment of need at the application stage.

- D. Provide new high quality, inclusive community facilities on site as a new community hub.
- E. Provide well designed active commercial and community ground-floor frontage onto Lea Bridge Road, ensuring that this relates positively to the surrounding context and maximises natural surveillance to ensure community safety for all.
- F. Demonstrate that there would be no adverse impact on the amenity of future occupiers from noise, vibrations or light associated with the continued effective operation of the railway. Proposals should consider how effective landscaping can contribute to this, whilst retaining a sufficient easement between the railway and any buildings to enable access for maintenance and servicing.
- G. Enhance the existing public realm on Lea Bridge Road, Orient Way and Argall Avenue, and create new public realm within the eastern site to deliver a pedestrian-focused environment which is green, safe and accessible to all.
- H. Provide a new integrated station entrance, which incorporates step-free access.
- I. Enhance existing pedestrian and cycling connectivity along Lea Bridge Road, Orient Way and Argall Avenue, ensuring that the stepped / segregated cycle lane is maintained and kept safe and accessible to all throughout construction.
- J. Deliver new and enhanced greening and biodiversity throughout and around the site, including through the provision of tree planting, green spaces, and green roofs. Development should plant 5 new trees for every 1 tree lost, including off site provision in the local area, in order to facilitate a net increase in the number of trees and the area of canopy.
- K. Retain and enhance trees with Tree Protection Orders (TPOs) and significant and/or mature trees, where possible, by incorporating them into the layout and landscape design, where possible, and suitably protecting them during construction and operation. This includes root protection as well as crown growth in proximity to buildings over the tree's natural lifespan.
- L. Mitigate the impact of any localised poor air quality from Lea Bridge Road on the site through the appropriate design and siting of the buildings, the correct use of appropriate building materials, and responsive landscaping design and ecological buffers. The redevelopment of this site in accordance with Local Plan Part 1 policies relating to car free development and better management of servicing and deliveries will reduce the number of car-based trips based on the previous car-generating use, contributing to improved air quality locally and across the borough as a whole.
- M. Mitigate the Flood Zone 2 and Flood Zone 3 fluvial flood risk to the western boundary of the site through the use of effective design, siting buildings away from this location to the lowest flood risk areas and prioritising vulnerable uses and/or infrastructure to be sited away from the areas of highest flood risk. Applicants must engage with the Environment Agency at the earliest possible opportunity.

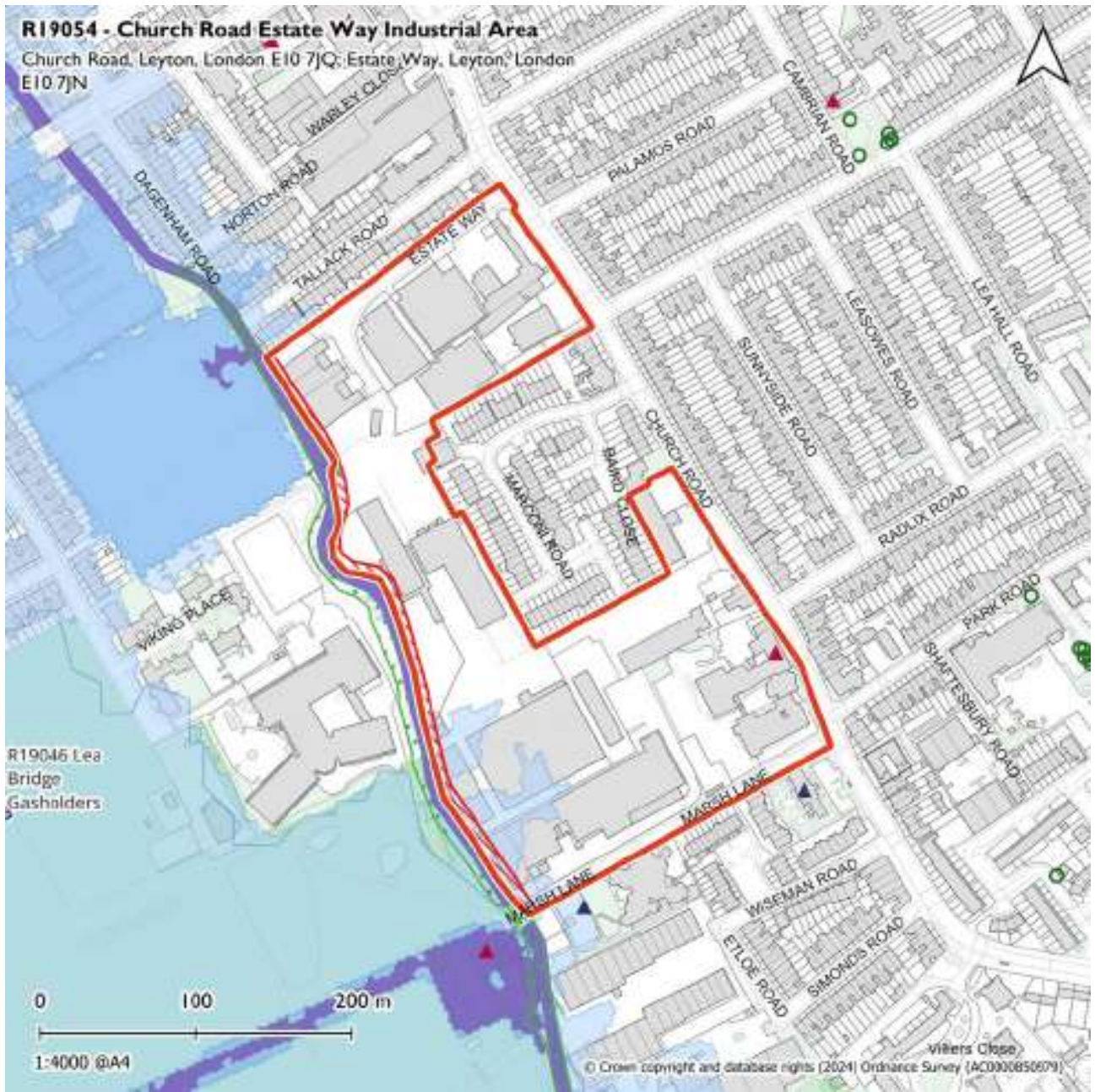
- N. Provide a high-level district heat network feasibility study, to be agreed with the LPA (and the GLA, if required). This site has been identified as lying within a 'Zone of Interest' for future district heat network expansion in conjunction with the development of a future Strategic Heat Main extension into the borough. Applicants should engage with the Council at the earliest opportunity.
- O. Ensure that the overall integrity and efficacy of the adjacent Lea Bridge Gateway industrial area, and the existing or potential industrial activities located within it are not compromised by development on the site, including the ability of industrial activities to operate on a 24-hour basis. This should be achieved through the layout and orientation of any proposals, including the location of public realm, as well as consideration of access, servicing, soundproofing and other design mitigation measures. The Agent of Change principle will be applied to protect the industrial function of the SIL.
- P. Support the principles set out within the Lea Bridge Area Framework (2022), or subsequent updates to this work.

Lea Bridge Station Sites (R19047) - Placemaking Plan



Please read in conjunction with the 'Placemaking Plan Key', which can be found at the end of the document.

Church Road Estate Way Industrial Area (R19054)



Please read in conjunction with the 'Site Boundary and Constraints Plan Key', which can be found at the end of the document.

Address:	Church Road, Leyton, London E10 7JQ; Estate Way, Leyton, London E10 7JN		
Previous site reference:	SA08	Ward:	Lea Bridge
Site Size (Ha):	6.62	Ownership:	Private
Consent Status:	Part consented/resolution to grant	Planning Reference(s):	220695 / 240779 / 230086

Planning Designations: Lea Bridge Strategic Location; Area potentially suitable for tall building(s); LSIS; Listed Building (adjacent); Locally Listed Building; APA; SINC; AQFA; AQMA; Flood Zone 2; Flood Zone 3a; Flood Zone 3b; MOL (adjacent); Playing Fields (adjacent); Allotments (adjacent); Main River (8m).

Church Road/Estate Way Industrial Area (R19054) - Site Allocation

Site Allocation

A. Provide new homes, an early years facility, employment uses, new and enhanced public realm and accessible, biodiverse green open spaces.

Indicative Capacities

- B. 400 homes
- C. 24,000 sqm industrial uses

Potential Delivery Timescale

D. Development of the site is expected to be completed in

2020-2025	2025-2030	2030-2035
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Character-led Intensification Approach

E. Transition

Church Road/Estate Way Industrial Area (R19054) - Site Requirements

In order to secure planning permission, development proposals will be expected to

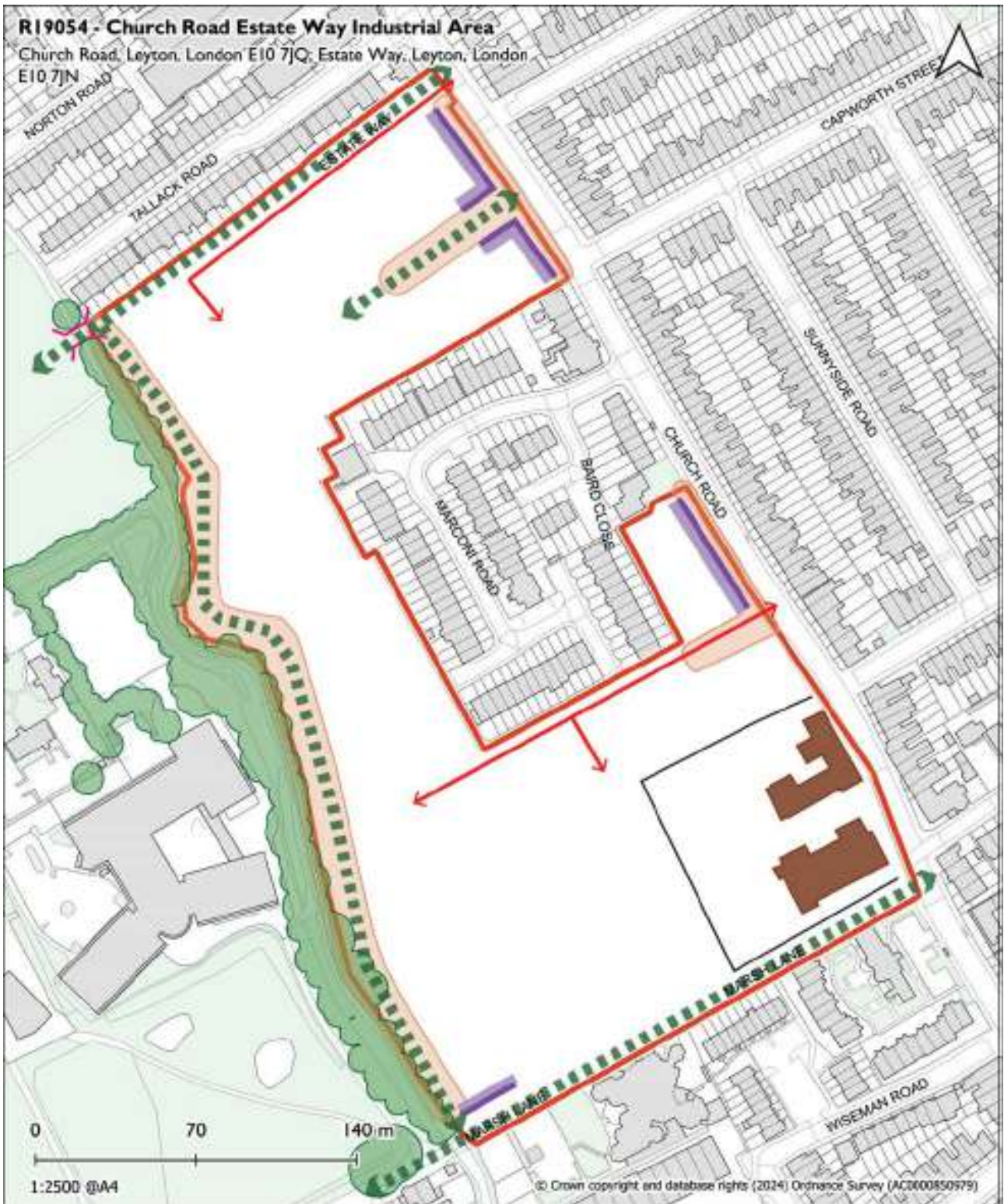
- A. Optimise the capacity of the site to deliver approximately 400 high quality, accessible, sustainable homes, including affordable housing. Housing is only appropriate in locations identified within the approved Estate Way Industrial Masterplan Framework (2023).
- B. Reprovide the early years facility on site to deliver facilities of an improved quality to contribute to meeting local community infrastructure needs.
- C. Provide as a minimum the full replacement of existing industrial capacity with industrial floorspace uses that are acceptable in a Locally Significant Industrial Site (LSIS), and seek to provide an uplift in industrial capacity through the provision of multi-storey schemes and more efficient building typologies. Units should be supported by appropriate yard space, with consideration given to where this could be shared between multiple units and/or businesses. The reference capacity for reprovision is 24,400 sqm, and industrial uses must be completed ahead of other uses in accordance with ‘industry first’ principles.

- D. Provide a Retention and Relocation strategy which sets out an approach to engagement with existing businesses and the provisions to be undertaken to either secure their retention on site within the redeveloped premises or for them to be accommodated within alternative suitable local premises.
- E. Ensure that the overall integrity and efficacy of the Church Road Locally Significant Industrial Site (LSIS), and the existing or potential industrial activities located within it are not compromised by development on the site, including the ability of industrial activities to operate on a 24-hour basis. This should be achieved through the layout and orientation of any proposals, including the location of public realm, as well as consideration of access, servicing, soundproofing and other design mitigation measures. The Agent of Change principle will be applied to protect the industrial function of the LSIS.
- F. Provide well designed active industrial ground-floor frontages onto Church Road to create a strong street presence and provide an industrial 'shopfront'. Proposals should use design to establish a better definition between public and private realm, should avoid using hostile boundary treatments, and should maximise natural surveillance to ensure community safety for all.
- G. Provide well designed active residential frontage onto Marsh Lane, ensuring that this relates positively to the surrounding context. This should provide a positive presence onto Marsh Lane and the entrance to Leyton Jubilee Park, maximising natural surveillance to ensure community safety for all.
- H. Avoid harmful impacts on the sensitive edges associated with the residential uses in the Marconi Estate.
- I. Provide safe, well defined and well managed servicing and delivery access through two separate access points from Forest Road via Estate Way and the private street to the south. Proposals should establish these as multi-modal streets where vehicular uses are appropriately separated from the access to the residential uses, including through the provision of generous footways and tree planting.
- J. Enhance the existing public realm on Church Road and Marsh Lane to deliver a pedestrian-focused environment which is green, safe and accessible to all.
- K. Deliver new and enhanced greening and biodiversity throughout and around the site, including through the provision of tree planting, green spaces, and green roofs.
- L. Deliver new pedestrian and cycling connectivity along the Dagenham Brook, linking Leyton to Lea Bridge Road via the old football ground and ensuring it is designed sensitively so as to ensure ecology and biodiversity can thrive.
- M. Enhance existing pedestrian and cycling connectivity along Marsh Lane. This should include seating and informal play opportunities to reinforce the safety of this as a School Street.

- N. Explore the potential for, or contribute to the development of, a new and accessible pedestrian and cycle bridge across the Dagenham Brook, improving the link between Leyton Jubilee Park, Church Road and Lea Bridge Road. A high quality new public realm should be developed on the east of the Dagenham Brook which includes green amenity and enhances biodiversity.
- O. Provide ecological and biodiversity enhancements to the setting of the Dagenham Brook, including rewilding measures, in keeping with the wider proposals for improvements to the Dagenham Brook corridor in this area. Any development should be appropriate set back from the Dagenham Brook to enable access for maintenance and to allow new greening to thrive. Built development must not encroach into the area of land shown as 'non-developable' on the Site Boundary and Constraints Plan.
- P. Design and site buildings and new green space to protect and enhance the openness of the Marsh Lane Playing Fields Metropolitan Open Land (MOL).
- Q. Design and site buildings and new green space to protect and enhance the integrity of the Dagenham Brook Site of Importance for Nature Conservation (SINC) to the west of the site. The use of lighting or light pollution should be appropriately mitigated through a lighting strategy to ensure it does not negatively impact the existing ecology.
- R. Mitigate the impact of any localised poor air quality from Church Road on the site through the appropriate design and siting of the buildings, the correct use of appropriate building materials, and responsive landscaping design and ecological buffers. The redevelopment of this site in accordance with Local Plan Part 1 policies relating to car free development and better management of servicing and deliveries will reduce the number of car-based trips based on the previous car-generating use, contributing to improved air quality locally and across the borough as a whole.
- S. Preserve or enhance the significance, setting and key views of the locally listed Church Mead School located on the site, and the surrounding designated heritage assets, including the Grade II listed Etloe House and the Grade II listed Ice House at St Joseph's Roman Catholic School to the south of the site.
- T. Mitigate the Flood Zone 2 and Flood Zone 3 fluvial flood risk to the south west of the site through the use of effective design, siting buildings to the lowest flood risk areas and prioritising vulnerable uses and/or infrastructure to be sited away from the areas of highest flood risk. Applicants must engage with the Environment Agency at the earliest possible opportunity.
- U. Provide a high-level district heat network feasibility study, to be agreed with the LPA (and the GLA, if required). This site has been identified as lying within a 'Zone of Interest' for future district heat network expansion in conjunction with the development of a future Strategic Heat Main extension into the borough. Applicants should engage with the Council at the earliest opportunity.

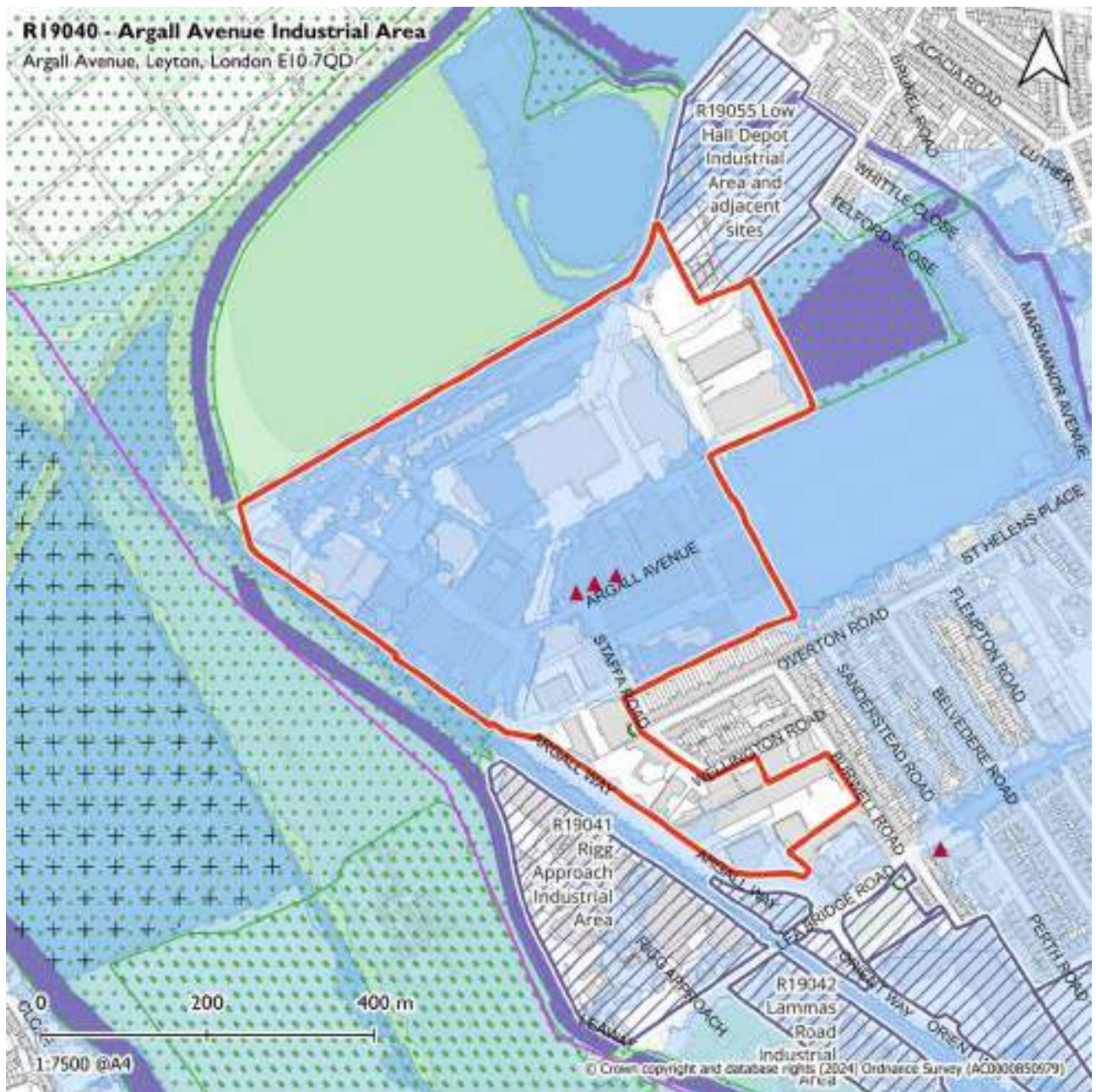
- V. Ensure that development is aligned with the principles set out within the Estate Way Masterplan Framework (2023), or subsequent updates to this work.
- W. Support the principles set out within the Dagenham Brook River Restoration Corridor Strategy (2022), or subsequent updates to this work.

Church Road/Estate Way Industrial Area (R19054) - Placemaking Plan



Please read in conjunction with the 'Placemaking Plan Key', which can be found at the end of the document.

Argall Avenue Industrial Area (R19040)



Please read in conjunction with the 'Site Boundary and Constraints Plan Key', which can be found at the end of the document.

Address:	Argall Avenue, Leyton, London E10 7QD		
Previous site reference:	SA70	Ward:	Lea Bridge
Site Size (Ha):	26.26	Ownership:	Private
Consent Status:	None	Planning Reference(s):	N/A
Planning Designations:	Lea Bridge Strategic Location; SIL; Locally Listed Building; APA; TPO; SINC; AQFA; AQMA; Flood Zone 2; Flood Zone 3a; Flood Zone 3b; MOL (adjacent); LVRP; Playing Fields (adjacent); Allotments (adjacent); Green Corridor; Greenway; Main River (8m).		

Argall Avenue (R19040) - Site Allocation

Site Allocation

- A. Provide modern, flexible industrial uses, ensuring a net increase in overall industrial capacity, and enhanced public realm with biodiverse landscaping.

Indicative Capacities

- B. Minimum reprovision of 128,800 sqm of industrial floorspace, with potential to provide 156,700 sqm.

Potential Delivery Timescale

- C. Development of the site is expected to be completed in

2020-2025	2025-2030	2030-2035
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Character-led Intensification Approach

- D. Transition

Argall Avenue (R19040) - Site Requirements

In order to secure planning permission, development proposals will be expected to

- A. Provide as a minimum the full replacement of existing industrial capacity with industrial uses that are acceptable in a Strategic Industrial Location (SIL), and seek to provide an uplift in industrial capacity through the provision of multi-storey schemes and more efficient building typologies. Units should be supported by appropriate yard space, with consideration given to where this could be shared between multiple units and/or businesses. The reference capacity for reprovision is 128,800 sqm.
- B. Provide well designed active industrial ground-floor frontages for sites on public roads within the industrial estate to create a strong street presence and provide an industrial ‘shopfront’, using design to establish a better definition between public and private realm, should avoid using hostile boundary treatments, and should maximise natural surveillance to ensure community safety for all.
- C. Mitigate any potential harm to the sensitive edges associated with the residential uses that bound the site to the east and the Low Hall Sports Ground to the north through the design and use of materials in buildings and the use of greening as an ecological buffer.

- D. Enhance existing pedestrian and cycling connectivity through and around the site, including between Argall Way with South Access Road. Improvements should incorporate new greening along the two-way cycle lane and should explore improvements to wayfinding and signage. The existing segregated cycle lane must be maintained and kept safe and accessible to all throughout any construction.
- E. Provide or contribute to improvements to the Argall Way footbridge over the railway and the relief channel to Walthamstow Marshes, improving the route from the site to the Walthamstow Marshes and the Lea Valley Regional Park.
- F. Consider the opportunity to resurrect ancient routes, such as the Black Path, and create better links to nearby landmarks, such as the Coppermill Pump House and the Pumphouse Museum, and other industrial/archaeological features of the Lea Valley.
- G. Explore opportunities to reveal non-designated heritage assets that can contribute to the industrial heritage and culture and townscape value of the area.
- H. Respond to the existing context and hierarchy of servicing and delivery routes in the wider area and enhance access for servicing, including through surface improvements to access roads and well considered Servicing and Delivery Plans.
- I. Deliver new and enhanced greening and biodiversity throughout and around the site, including through the provision of tree planting, green spaces, and green roofs. New planting should respond sensitively to and enhance the landscape qualities of the surrounding Lea Valley.
- J. Provide ecological and biodiversity enhancements to the setting of the River Lea Drainage Channel at the north west of the site. Any development should be appropriately set back from the River Lea Drainage Channel to enable access for maintenance and to allow new greening to thrive.
- K. Design and site buildings and new green space to protect and enhance the integrity of the Low Hall Farm and Lea Valley Sites of Importance for Nature Conservation (SINCs), and the associated Green Corridors, and the openness of the Walthamstow / Hackney Marshes Metropolitan Open Land (MOL).
- L. Retain and enhance the tree with a Tree Protection Order (TPO) on Staffa Road and significant and/or mature trees, including those adjacent to the two-way cycle path, by incorporating them into the layout and landscape design, and suitably protecting them during construction and operation. This includes root protection as well as crown growth in proximity to buildings over the tree's natural lifespan.
- M. Mitigate the Flood Zone 2 and Flood Zone 3 fluvial flood risk to the across the site through the use of effective design, siting buildings to the lowest flood risk areas, prioritising vulnerable uses and/or infrastructure to be sited away from the areas of highest flood risk, and including opportunities for surface water to drain into the River Lea Flood Relief Channel. Applicants must engage with the Environment Agency at the earliest possible opportunity.

- N. Demonstrate that there would be no adverse impact on the amenity of future occupiers from noise, smell, vibration or light associated with the continued effective operation of the adjacent Thames Water site. Should mitigation measures be required to ensure this, proposals should set out how and when any mitigation measures will be delivered in line with the Agent of Change principle.
- O. Provide a high-level district heat network feasibility study, to be agreed with the LPA (and the GLA, if required). This site has been identified as lying within a 'Zone of Interest' for future district heat network expansion in conjunction with the development of a future Strategic Heat Main extension into the borough. Applicants should engage with the Council at the earliest opportunity. Support the principles set out within the Lea Bridge Area Framework (2022), or subsequent updates to this work.

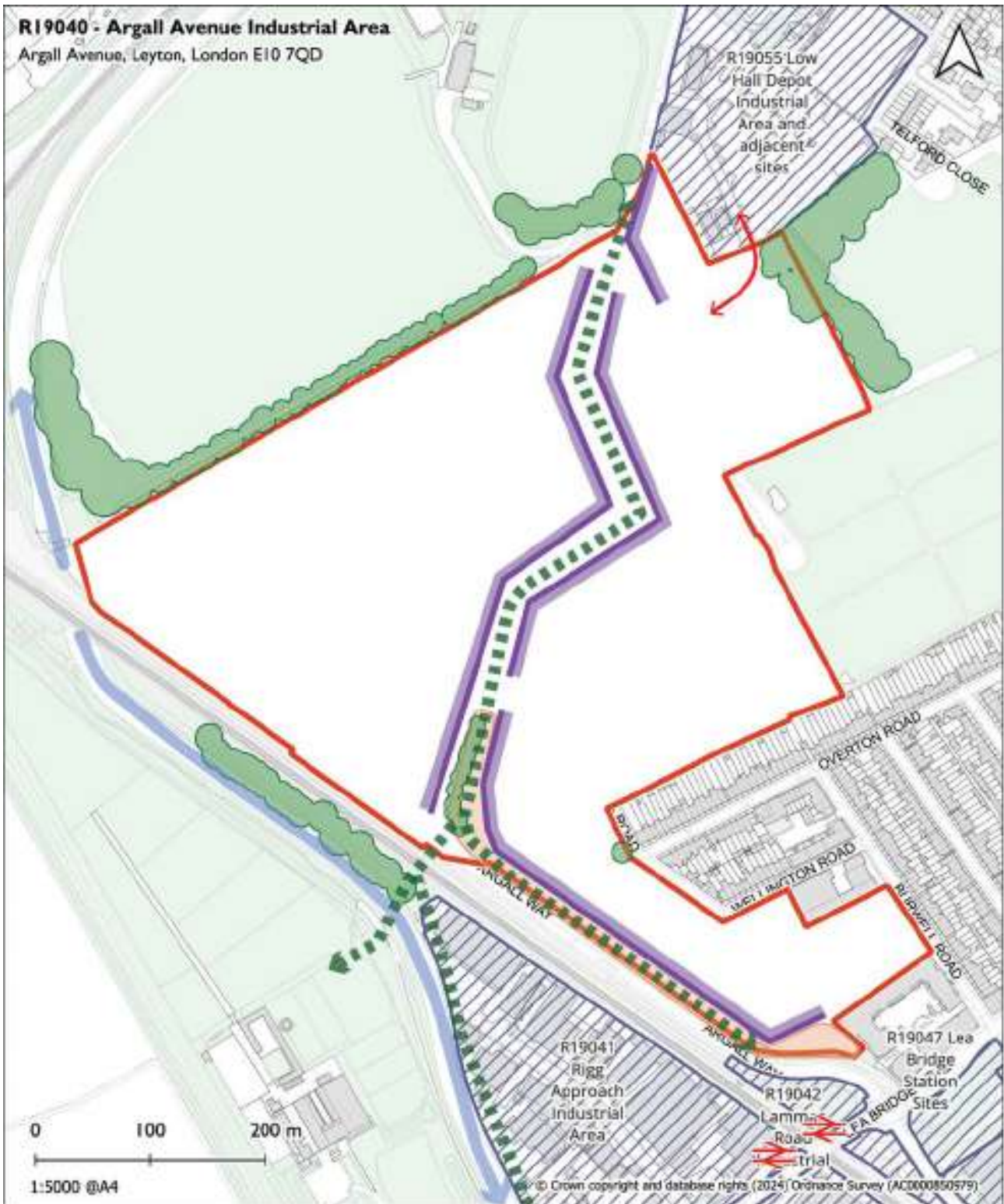
SUPPORTING TEXT

8.3 This site allocation is based on evidence identified within the draft Lea Bridge Gateway SIL Masterplan (Stage 1), which covers the Argall Avenue Industrial Area (R19040), Rigg Approach Industrial Area (R19041), Lammas Road Industrial Area (R19042) and Orient Way Industrial Area (R19043) site allocations. It has been produced by the Council in collaboration with landowners from those sites through a Development Performance Agreement (DPA). In accordance with the draft Industrial Land and Uses London Plan Guidance (LPG) (2023), the 'stage 1' masterplan has identified proposed sub-areas within Lea Bridge Gateway SIL for the intensification of industrial uses, and sub-areas where co-location could support the delivery of residential and other non-industrial uses.

8.4 The Stage 1 masterplan forms part of the evidence base for Local Plan Part 2 and will be submitted to the Greater London Authority (GLA) for consultation and agreement on compliance with London Plan Policy E7 (Industrial intensification, co-location and substitution).

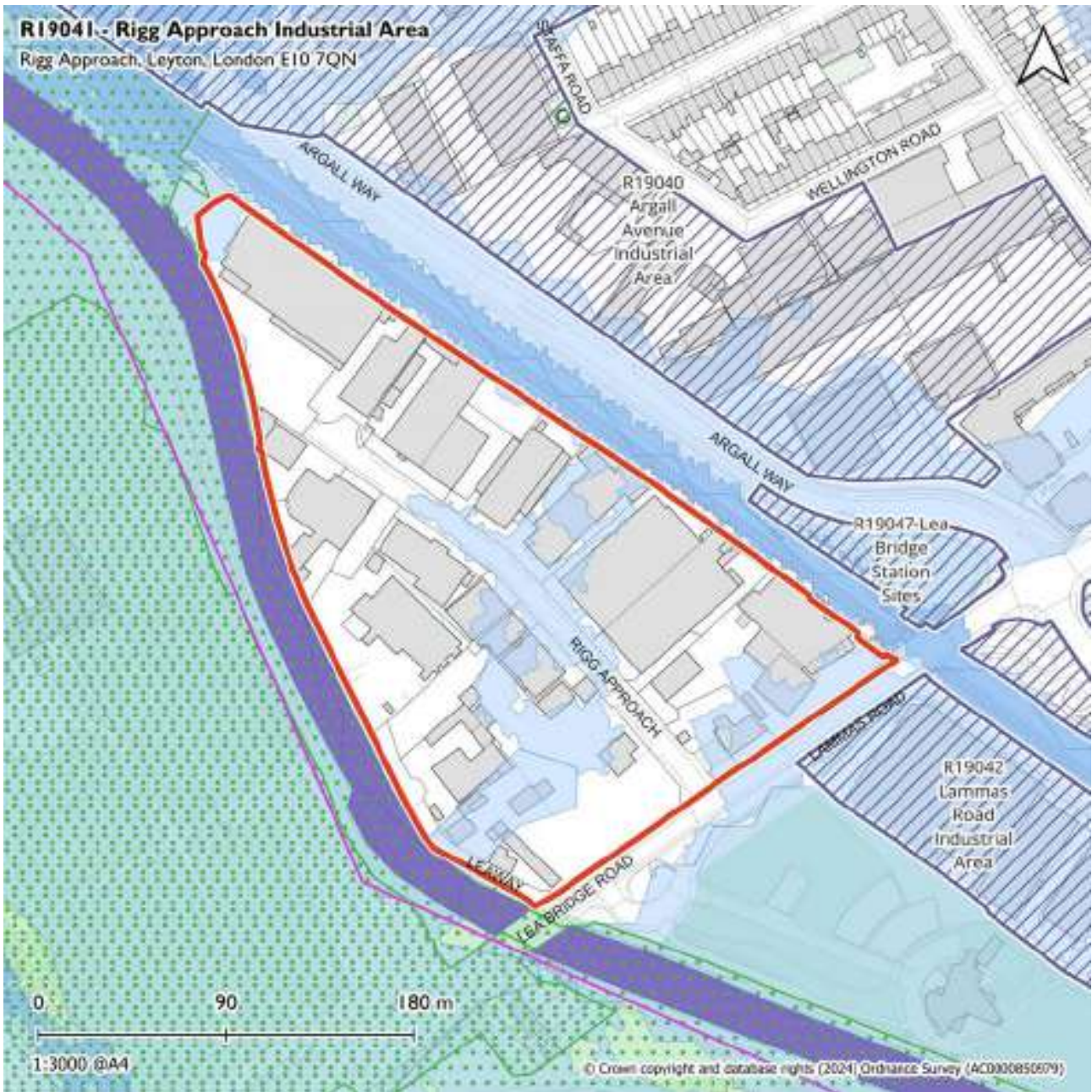
8.5 Once Stage 1 is agreed, landowners and/or developers can progress (in collaboration with the Council) a 'stage 2' masterplan for each of the four SILs identified within the Waltham Forest Local Plan: Argall Avenue (SIL5), Rigg Approach (SIL6), Lammas Road (SIL7) and Orient Way (SIL8). The 'stage 2' masterplans will identify the detailed parameters for development, including relating to development capacity, access and servicing, sustainable transportation, Agent of Change principles, placemaking, viability and deliverability, environmental standards, and phasing to ensure no net loss of industrial capacity.

Argall Avenue (R19040) - Placemaking Plan



Please read in conjunction with the 'Placemaking Plan Key', which can be found at the end of the document.

Rigg Approach Industrial Area (R19041)



Please read in conjunction with the 'Site Boundary and Constraints Plan Key', which can be found at the end of the document.

Address:	Rigg Approach, Leyton, London E10 7QN		
Previous site reference:	SA71	Ward:	Lea Bridge
Site Size (Ha):	5.06	Ownership:	Public
Consent Status:	None	Planning Reference(s):	N/A
Planning Designations:	Lea Bridge Strategic Location; Area potentially suitable for tall building(s)**; SIL; LSIS*; APA; SINC; AQMA; Flood Zone 2; Flood Zone 3a; Flood Zone 3b; MOL (adjacent); LVRP; Green Corridor; Greenway (adjacent).		

Footnote To Planning Designation - *Part of this site is proposed through this document to be designated as a Locally Significant Industrial Site (LSIS) from Strategic Industrial Location (SIL). The same part of the site is to be designated as a 'Location Suitable for Tall Buildings'. This is set out in more detail under 'Policy Map Changes'.

**This site has been identified as a location where a building/buildings of 18 storeys or more may be acceptable, within an indicative range of 18 - 20 storeys. This is subject to contextual analysis, a robust placemaking strategy, and assessment against all relevant policies set out within Local Plan Part 1, including Policy 54 Tall Buildings.

Rigg Approach Industrial Area (R19041) - Site Allocation

Site Allocation

- A. Provide modern, flexible industrial uses, ensuring a net increase in overall industrial capacity, and enhanced public realm with biodiverse landscaping, with the potential introduction of other uses subject to the two-stage industrial masterplan process.

Indicative Capacities

- B. 390 new homes, subject to a two-stage industrial masterplan
- C. Minimum reprovision of 33,700 sqm of industrial floorspace, with potential to provide 52,400 sqm

Potential Delivery Timescale

- D. Development of the site is expected to be completed in

2020-2025	2025-2030	2030-2035
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Character-led Intensification Approach

- E. Transformation

Rigg Approach Industrial Area (R19041) - Site Requirements

In order to secure planning permission, development proposals will be expected to

- A. Optimise the capacity of the site to deliver approximately 390 high quality, accessible, sustainable homes, including affordable housing, subject to the agreement of a two-stage industrial masterplan. The Area of Change where these new homes could be delivered is identified on the Placemaking Plan, and is proposed to be redesignated from a Strategic Industrial Location (SIL) to a Locally Significant Industrial Site (LSIS).
- B. Explore whether Built to Rent homes (meeting the London Plan and Local Plan Part 1 definitions), including affordable housing preferably for London Living Rent, are appropriate or this site or parts of this site - subject to the agreement of a two-stage industrial masterplan. All Build to Rent development in the borough will be expected to explore the potential to offer affordable housing to local key workers.

- C. Provide a new entrance incorporating step-free access to Lea Bridge Station from the west, with associated high quality public realm that is safe and accessible to all. The railway arches under Lea Bridge Road should be opened up with appropriate uses to create activity and to overlook the new public realm.
- D. Provide as a minimum, and in addition to any other uses introduced in the Areas of Change, the full replacement of existing industrial capacity with industrial uses that are acceptable in a Strategic Industrial Location (SIL), and seek to provide an uplift in industrial capacity through the provision of multi-storey schemes and more efficient building typologies. Units should be supported by appropriate yard space, with consideration given to where this could be shared between multiple units and/or businesses. The reference capacity for re-provision is 33,700 sqm, and industrial uses must be completed ahead of other uses, in accordance with 'industry first' principles.
- E. Ensure that the overall integrity and efficacy of the Lea Bridge Gateway Strategic Industrial Location (SIL) and the existing or potential industrial activities located within it are not compromised, including the ability of the site to operate on a 24-hour basis. This should be achieved through the layout and orientation of the scheme, including the location of public realm, as well as consideration of access, servicing, soundproofing and other design mitigation measures. The Agent of Change principle will be applied to protect the industrial function of the area.
- F. Provide a Retention and Relocation strategy, to be secured by planning condition, which sets out an approach to engagement with existing businesses and the provisions to be undertaken to either secure their retention on site within the redeveloped premises or for them to be accommodated within alternative local premises.
- G. Reprovide the Greyhound Public House at 91 Lea Bridge Road, improving and activate the public realm fronting onto Lea Bridge Road and retaining the mature trees in the rear garden.
- H. Provide well designed active ground-floor frontage on to Lea Bridge Road and along the River Lea Drainage Channel edge to support a safe and well overlooked enhanced pedestrian route. Sites within the industrial estate fronting on to public roads should have a strong street presence creating an industrial 'shopfront'.
- I. Enhance the existing public realm on to Lea Bridge Road to deliver a pedestrian-focused environment with biodiverse green amenity, which is accessible to all. Proposals should introduce tree planting and deliver coordinated landscaping to clearly demarcate the identified areas of change from those retained as SIL.
- J. Deliver new pedestrian and cycling connectivity through the site, including linking to Argall Avenue (R19040) and the Lea Valley creating a new route alongside the eastern boundary of the Lea Flood Relief Channel, and linking to Lammas Road (R19042) under Lea Bridge Road by opening up the railway arches to the south of the site. These connections should be safe and accessible to all, overlooked, well lit and attractively designed.

- K. Provide or contribute to improvements to the Argall Way footbridge over the railway and the relief channel to Walthamstow Marshes, improving the route connectivity from the site to Walthamstow Marshes and the Lea Valley Regional Park.
- L. Provide safe, well defined and well managed servicing and delivery access to industrial uses, ensuring that this is appropriately separated from the access to any residential uses (subject to the masterplan). This should be achieved through enhancements to access roads through surface improvements and the development and implementation of well considered Servicing and Delivery Plans.
- M. Consider the opportunity to resurrect ancient routes, such as the Black Path, and create better links to nearby landmarks, such as the Coppermill Pump House and the Pumphouse Museum, and other industrial/archaeological features of the Lea Valley.
- N. Deliver enhanced greening and biodiversity throughout the site through the provision of tree planting and green space, ensuring that new planting responds sensitively to and enhances the landscape qualities of the surrounding Lea Valley.
- O. Provide ecological and biodiversity enhancements to the setting of the River Lea Drainage Channel to the west of the site. Any development should be appropriately set back from the channel to enable access for maintenance and to allow new greening to thrive.
- P. Design and site buildings and new green space to protect and enhance the integrity of the Lea Valley Site of Importance for Nature Conservation (SINC), and the associated Green Corridor, and the openness of the Walthamstow / Hackney Marshes Metropolitan Open Land (MOL). The use of lighting or light pollution resulting from industrial uses should be appropriately mitigated through a lighting strategy to ensure it does not negatively impact the existing ecology.
- Q. Demonstrate that there would be no adverse impact on the amenity of future occupiers from noise, vibrations or light associated with the continued effective operation of the railway to the east of the site. Proposals should consider how effective landscaping can achieve this, whilst retaining a sufficient easement between the railway and any buildings to enable access for maintenance and servicing.
- R. Mitigate the impact of any localised poor air quality from Lea Bridge Road on the site through the appropriate design and siting of the buildings, the correct use of appropriate building materials, and responsive landscaping design and ecological buffers. The delivery of inclusive growth in line with the policies and spatial strategy of the Local Plan will improve air quality across the borough as a whole.
- S. Mitigate the Flood Zone 2 and Flood Zone 3 fluvial flood risk to the across the site through the use of effective design, siting buildings to the lowest flood risk areas and prioritising vulnerable uses and/or infrastructure to be sited away from the areas of highest flood risk. Applicants must engage with the Environment Agency at the earliest possible opportunity.

- T. Mitigate the existing groundwater flood risk across the site through appropriate design and siting of the buildings. Any basement development or excavation will be required to provide a Basement Impact Assessment and will be required to demonstrate that development will not unduly displace groundwater to neighbouring properties or increase the flood risk of these properties.
- U. Provide a high-level district heat network feasibility study, to be agreed with the LPA (and the GLA, if required). This site has been identified as lying within a 'Zone of Interest' for future district heat network expansion in conjunction with the development of a future Strategic Heat Main extension into the borough. Applicants should engage with the Council at the earliest opportunity.
- V. Support the principles set out within the Lea Bridge Area Framework (2022), or subsequent updates to this work.

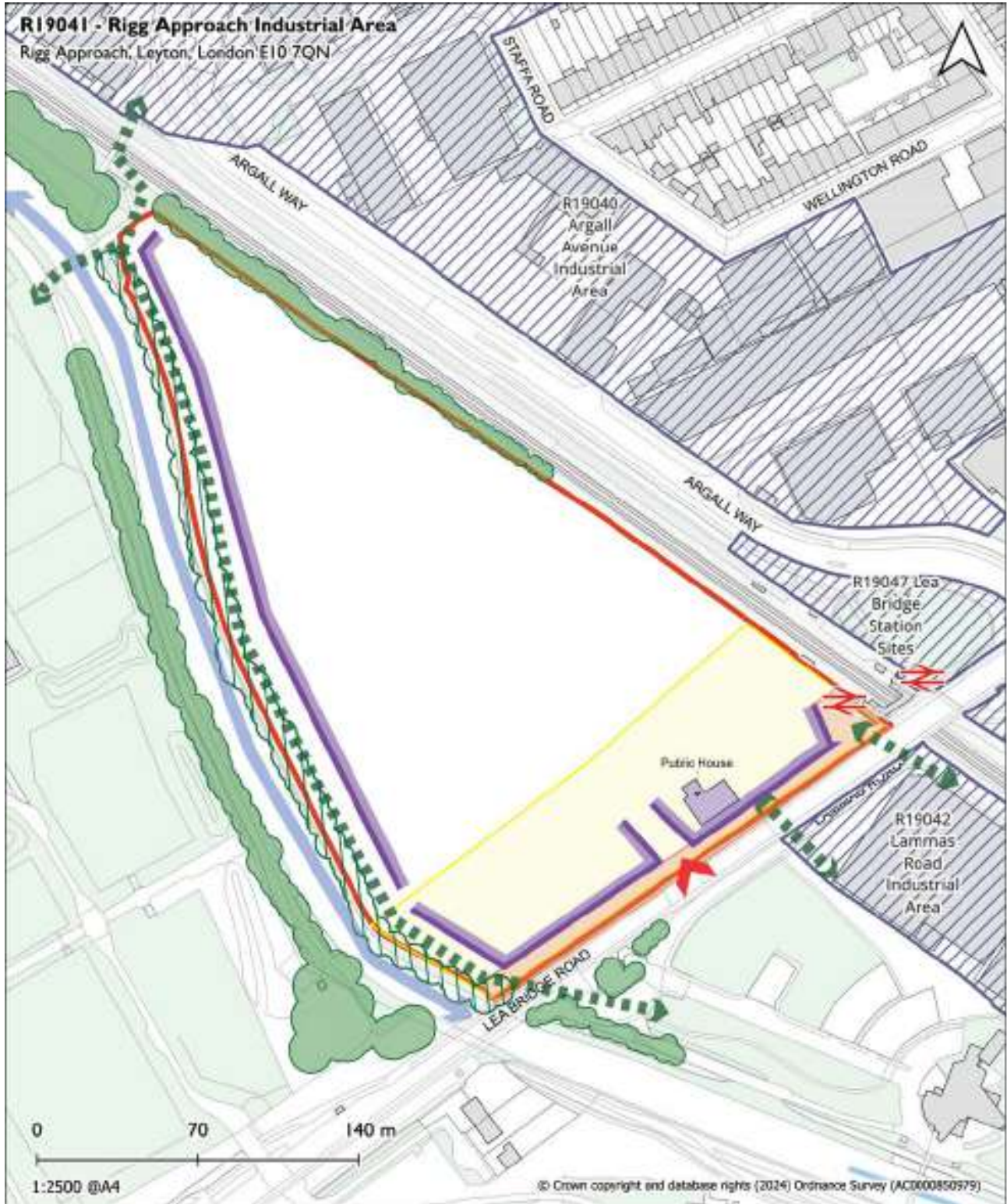
SUPPORTING TEXT

8.6 This site allocation is based on evidence identified within the draft Lea Bridge Gateway SIL Masterplan (Stage 1), which covers the Argall Avenue Industrial Area (R19040), Rigg Approach Industrial Area (R19041), Lammas Road Industrial Area (R19042) and Orient Way Industrial Area (R19043) site allocations. It has been produced by the Council in collaboration with landowners from those sites through a Development Performance Agreement (DPA). In accordance with the draft Industrial Land and Uses London Plan Guidance (LPG) (2023), the 'stage 1' masterplan has identified proposed sub-areas within Lea Bridge Gateway SIL for the intensification of industrial uses, and sub-areas where co-location could support the delivery of residential and other non-industrial uses. The sub-areas that are being identified as suitable for co-location and the delivery of residential and other non-industrial uses are to be redesignated as Locally Significant Industrial Sites (LSIS), as set out under the 'New Evidence' chapter.

8.7 The Stage 1 masterplan forms part of the evidence base for Local Plan Part 2 and will now be submitted to the Greater London Authority (GLA) for consultation and agreement on compliance with London Plan Policy E7 (Industrial intensification, co-location and substitution).

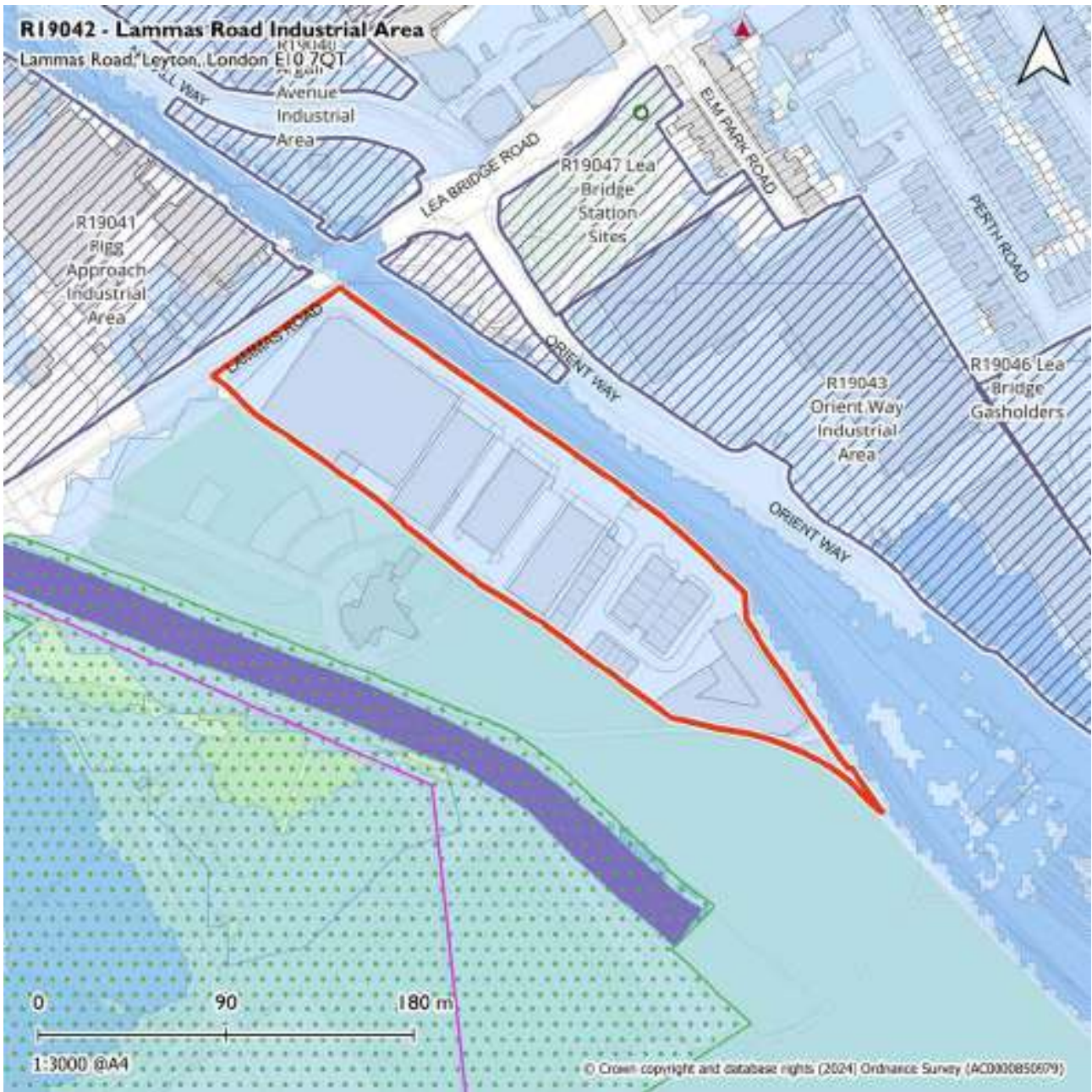
8.8 Once Stage 1 is agreed, landowners and/or developers can progress (in collaboration with the Council) a 'stage 2' masterplan for each of the four SILs identified within the Waltham Forest Local Plan: Argall Avenue (SIL5), Rigg Approach (SIL6), Lammas Road (SIL7) and Orient Way (SIL8). The 'stage 2' masterplans will identify the detailed parameters for development, including relating to development capacity, access and servicing, sustainable transportation, Agent of Change principles, placemaking, viability and deliverability, environmental standards, and phasing to ensure no net loss of industrial capacity.

Rigg Approach Industrial Area (R19041) - Placemaking Plan



Please read in conjunction with the 'Placemaking Plan Key', which can be found at the end of the document.

Lammas Road Industrial Area (R19042)



Please read in conjunction with the 'Site Boundary and Constraints Plan Key', which can be found at the end of the document.

Address:	Lammas Road, Leyton, London E10 7QT		
Previous site reference:	SA72	Ward:	Lea Bridge
Site Size (Ha):	2.17	Ownership:	Private
Consent Status:	None	Planning Reference(s):	N/A
Planning Designations:	Lea Bridge Strategic Location; Area potentially suitable for tall building(s)*; SIL; LSIS**; APA; AQMA; Flood Zone 2; Flood Zone 3a; MOL (adjacent); LVRP; Green Corridor; Greenway (adjacent); Main River (8m).		

Footnote to Planning Designation - *This site has been identified as a location where a building/buildings of 18 storeys or more may be acceptable, within an indicative range of 18 - 20 storeys. This is subject to contextual analysis, a robust placemaking strategy, and assessment against all relevant policies set out within Local Plan Part 1, including Policy 54 Tall Buildings.

Footnote to Planning Designation - **Part of this site is proposed through this document to be designated as a Locally Significant Industrial Site (LSIS) from Strategic Industrial Location (SIL). The same part of the site is to be designated as a 'Location Suitable for Tall Buildings'. This is set out in more detail under 'Policy Map Changes'.

Lammas Road Industrial Area (R19042) - Site Allocation

Site Allocation

- A. Provide modern, flexible industrial uses, ensuring a net increase in overall industrial capacity, and enhanced public realm with biodiverse landscaping, with the potential introduction of other uses subject to the two-stage industrial masterplan process.

Indicative Capacities

- B. 240 new homes, subject to a two-stage industrial masterplan
- C. Minimum reprovision of 12,500 sqm of industrial floorspace, with potential to provide 13,500 sqm.

Potential Delivery Timescale

- D. Development of the site is expected to be completed in

2020-2025	2035-2030	2030-2035
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Character-led Intensification Approach

- E. Transformation

Lammas Road Industrial Area (R19042) - Site Requirements

In order to secure planning permission, development proposals will be expected to

- A. Optimise the capacity of the site to deliver approximately 240 high quality, accessible, sustainable homes, including affordable housing, subject to the agreement of a two-stage industrial masterplan. The Area of Change where these new homes could be delivered is identified on the Placemaking Plan, and is proposed to be redesignated from a Strategic Industrial Location (SIL) to a Locally Significant Industrial Site (LSIS).
- B. Explore whether Built to Rent homes (meeting the London Plan and Local Plan Part 1 definitions), including affordable housing preferably for London Living Rent, are appropriate for this site or parts of this site - subject to the agreement of a two-stage industrial masterplan. All Built to Rent development in the borough will be expected to explore the potential to offer affordable housing to local key workers.

- C. Provide as a minimum, and in addition to any other uses introduced in the Areas of Change, the full replacement of existing industrial capacity with industrial uses that are acceptable in a Strategic Industrial Location (SIL), and seek to provide an uplift in industrial capacity through the provision of multi-storey schemes and more efficient building typologies. Units should be supported by appropriate yard space, with consideration given to where this could be shared between multiple units and/or businesses. The reference capacity for re-provision is 12,500 sqm, and industrial uses must be completed ahead of other uses, in accordance with 'industry first' principles.
- D. Provide a Retention and Relocation strategy, to be secured by planning condition, which sets out an approach to engagement with existing businesses and the provisions to be undertaken to either secure their retention on site within the redeveloped premises or for them to be accommodated within alternative local premises.
- E. Ensure that the overall integrity and efficacy of the Lea Bridge Gateway industrial area and the existing or potential industrial activities located within it are not compromised, including the ability of the site to operate on a 24-hour basis. This should be achieved through the layout and orientation of the scheme, including the location of public realm, as well as consideration of access, servicing, soundproofing and other design mitigation measures. The Agent of Change principle will be applied to protect the industrial function of the area.
- F. Provide well designed active ground-floor frontage on to Lammas Road, with new and enhanced public realm to deliver a pedestrian-focused environment which is green, safe and accessible to all. This should be supported by the railway arches under Lea Bridge Road being opened up with appropriate uses to creative activity. Sites within the industrial estate fronting on to public roads should have a strong street presence creating an industrial 'shopfront', should avoid using hostile boundary treatments, and should maximise natural surveillance to ensure community safety for all.
- G. Deliver new pedestrian and cycling connectivity through the site, including creating access to Lea Bridge Station and Rigg Approach (R19041) by creating a passage through the railway arches to the north of the site, and exploring the opportunity of a new walking route linking the Lea Valley Regional Park / Hackney Marshes and the Marsh Lane footbridge. These connections should be safe and accessible to all, overlooked, well lit and attractively designed.
- H. Provide safe, well defined and well managed servicing and delivery access to industrial uses, ensuring that this is appropriately separated from the new public realm on Lammas Road. This should be achieved by exploring the potential to widen Lammas Road to facilitate two-way access, enhancements to access roads through surface improvements, and the development and implementation of well considered Servicing and Delivery Plans.
- I. Provide or contribute to improvements to the Marsh Lane footbridge over the railway.
- J. Deliver new and enhanced greening and biodiversity throughout and around the site, including through the provision of tree planting, green spaces, and green roofs. New planting should respond sensitively to and enhance the landscape qualities of the surrounding Lea Valley.

- K. Design and site buildings and new green space to protect and enhance the openness of the Walthamstow / Hackney Marshes Metropolitan Open Land (MOL) and the sensitive context of the WaterWorks Centre and Nature Reserve to the west of the site. This should be achieved through the creation of a new green edge and buffer habitat, and the use of lighting or light pollution should be appropriately mitigated through a lighting strategy to ensure it does not negatively impact the existing ecology.
- L. Mitigate the impact of any localised poor air quality from Lea Bridge Road on the site through the appropriate design and siting of the buildings, the correct use of appropriate building materials, and responsive landscaping design and ecological buffers. The redevelopment of this site in accordance with Local Plan Part 1 policies relating to car free development and better management of servicing and deliveries will reduce the number of car-based trips based on the previous car-generating use, contributing to improved air quality locally and across the borough as a whole.
- M. Mitigate the Flood Zone 2 and Flood Zone 3 fluvial flood risk to the across the site through the use of effective design, siting buildings to the lowest flood risk areas and prioritising vulnerable uses and/or infrastructure to be sited away from the areas of highest flood risk. Applicants must engage with the Environment Agency at the earliest possible opportunity.
- N. Provide a high-level district heat network feasibility study, to be agreed with the LPA (and the GLA, if required). This site has been identified as lying within a 'Zone of Interest' for future district heat network expansion in conjunction with the development of a future Strategic Heat Main extension into the borough. Applicants should engage with the Council at the earliest opportunity.
- O. Support the principles set out within the Lea Bridge Area Framework (2022), or subsequent updates to this work.

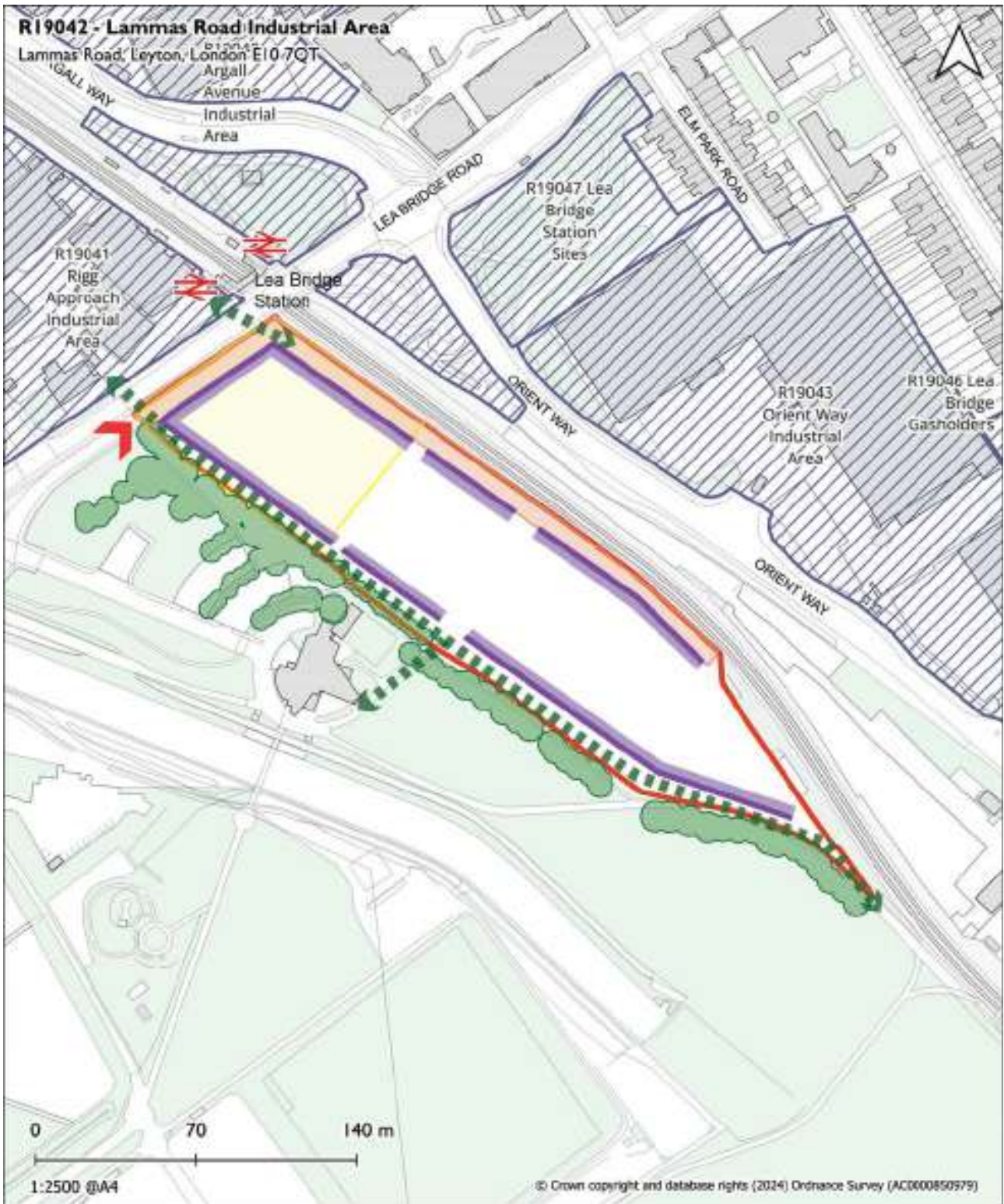
SUPPORTING TEXT

8.9 This site allocation is based on evidence identified within the draft Lea Bridge Gateway SIL Masterplan (Stage 1), which covers the Argall Avenue Industrial Area (R19040), Rigg Approach Industrial Area (R19041), Lammas Road Industrial Area (R19042) and Orient Way Industrial Area (R19043) site allocations. It has been produced by the Council in collaboration with landowners from those sites through a Development Performance Agreement (DPA). In accordance with the draft Industrial Land and Uses London Plan Guidance (LPG) (2023), the 'stage 1' masterplan has identified proposed sub-areas within Lea Bridge Gateway SIL for the intensification of industrial uses, and sub-areas where co-location could support the delivery of residential and other non-industrial uses. The sub-areas that are being identified as suitable for co-location and the delivery of residential and other non-industrial uses are to be redesignated as Locally Significant Industrial Sites (LSIS), as set out under the 'New Evidence' chapter.

8.10 The Stage 1 masterplan forms part of the evidence base for Local Plan Part 2 and will now be submitted to the Greater London Authority (GLA) for consultation and agreement on compliance with London Plan Policy E7 (Industrial intensification, co-location and substitution).

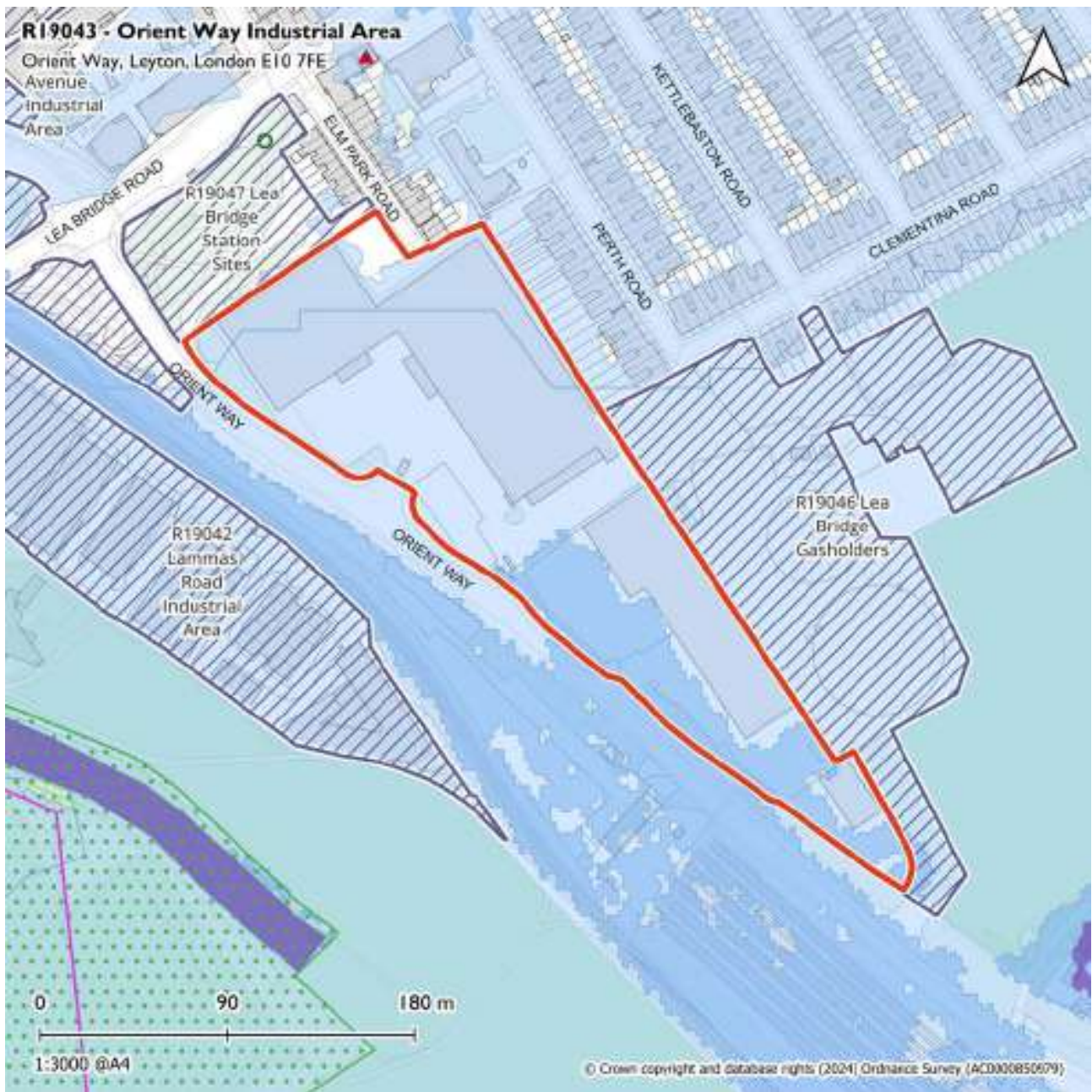
8.11 Once Stage 1 is agreed, landowners and/or developers can progress (in collaboration with the Council) a 'stage 2' masterplan for each of the four SILs identified within the Waltham Forest Local Plan: Argall Avenue (SIL5), Rigg Approach (SIL6), Lammas Road (SIL7) and Orient Way (SIL8). The 'stage 2' masterplans will identify the detailed parameters for development, including relating to development capacity, access and servicing, sustainable transportation, Agent of Change principles, placemaking, viability and deliverability, environmental standards, and phasing to ensure no net loss of industrial capacity.

Lammas Road Industrial Area (R19042) - Placemaking Plan



Please read in conjunction with the 'Placemaking Plan Key', which can be found at the end of the document.

Orient Way Industrial Area (R19043)



Please read in conjunction with the 'Site Boundary and Constraints Plan Key', which can be found at the end of the document.

Address:	Orient Way, Leyton, London E10 7FE		
Previous site reference:	SA73	Ward:	Lea Bridge
Site Size (Ha):	3.27	Ownership:	Private
Consent Status:	None	Planning Reference(s):	N/A
Planning Designations:	Lea Bridge Strategic Location; Area potentially suitable for tall building(s); SIL*; LSIS; APA; AQFA; AQMA; Flood Zone 2; Flood Zone 3a; MOL (adjacent); LVRP (adjacent); Playing Fields (adjacent); Greenway; Main River (8m).		

Footnote to Planning Designations - *Part of this site is proposed through this document to be designated as a Locally Significant Industrial Site (LSIS) from Strategic Industrial Location (SIL). The same part of the site is to be designated as a 'Location Suitable for Tall Buildings'. This is set out in more detail under 'Policy Map Changes'.

Orient Way Industrial Area (R19043) - Site Allocation

Site Allocation

- A. Provide modern, flexible industrial uses, ensuring a net increase in overall industrial capacity, and enhanced public realm with biodiverse landscaping, with the potential introduction of other uses subject to the two-stage industrial masterplan process.

Indicative Capacities

- B. 320 new homes, subject to a two-stage industrial masterplan
- C. Minimum reprovision of 17,500 sqm of industrial floorspace

Potential Delivery Timescale

- D. Development of the site is expected to be completed in

2020-2025	2025-2030	2030-2035
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Character-led Intensification Approach

- E. Transformation

Orient Way Industrial Area (R19043) - Site Requirements

In order to secure planning permission, development proposals will be expected to

- A. Optimise the capacity of the site to deliver approximately 320 high quality, accessible, sustainable homes, including affordable housing, subject to the agreement of a two-stage industrial masterplan. The Area of Change where these new homes could be delivered is identified on the Placemaking Plan, and is proposed to be redesignated from a Strategic Industrial Location (SIL) to a Locally Significant Industrial Site (LSIS).
- B. Explore whether Built to Rent homes (meeting the London Plan and Local Plan Part 1 definitions), including affordable housing preferably for London Living Rent, are appropriate for this site or parts of this site - subject to the agreement of a two-stage industrial masterplan. All Build to Rent development in the borough will be expected to explore the potential to offer affordable housing to local key workers.
- C. Provide as a minimum, and in addition to any other uses introduced in the Areas of Change, the full replacement of existing industrial capacity with industrial uses that are acceptable in a Strategic Industrial Location (SIL), and seek to provide an uplift in industrial capacity through the provision of multi-storey schemes and more efficient building typologies. Units should be supported by appropriate yard space, with

consideration given to where this could be shared between multiple units and/or businesses. The reference capacity for re-provision is 17,500 sqm, and industrial uses must be completed ahead of other uses, in accordance with 'industry first' principles.

- D. Ensure that the overall integrity and efficacy of the Lea Bridge Gateway Strategic Industrial Location (SIL) and the existing or potential industrial activities located within it are not compromised, including the ability of the site to operate on a 24-hour basis. This should be achieved through the layout and orientation of the scheme, including the location of public realm, as well as consideration of access, servicing, soundproofing and other design mitigation measures. The Agent of Change principle will be applied to protect the industrial function of the area.
- E. Provide a Retention and Relocation strategy, to be secured by planning condition, which sets out an approach to engagement with existing businesses and the provisions to be undertaken to either secure their retention on site within the redeveloped premises or for them to be accommodated within alternative local premises.
- F. Provide building typologies that establish a ground-floor frontage on to Orient Way, formed around a series of open spaces within the site. Those fronting residential or co-located uses should be provided as well landscaped public realm, whereas those servicing industrial uses should be formed as industrial working yards. Frontages should maximise natural surveillance to ensure community safety for all.
- G. Avoid harmful impacts on the sensitive edges associated with the residential uses that bound the site, including through the development of a green buffer.
- H. Deliver new pedestrian and cycling connectivity through the site, linking the approved development on the Lea Bridge Gasholders site allocation (R19046) with Orient Way and Lea Bridge Station, and with Lea Bridge Road via the Lea Bridge Station Sites (R19047) and Elm Park Road.
- I. Provide or contribute to improvements to the Marsh Lane footbridge over the railway.
- J. Deliver new and enhanced greening and biodiversity throughout and around the site, including through the provision of tree planting, green spaces, and green roofs. Consideration should be given to how greening integrates with that on adjacent sites to create interconnected green corridors throughout the area and into the Lea Valley Regional Park.
- K. Retain and enhance significant and/or mature trees by incorporating them into the layout and landscape design, and suitably protecting them during construction and operation. This includes root protection as well as crown growth in proximity to buildings over the tree's natural lifespan.
- L. Mitigate the impact of any localised poor air quality from Orient Way on the site through the appropriate design and siting of the buildings, the correct use of appropriate building materials, and responsive landscaping design and ecological buffers. The redevelopment of this site in accordance with Local Plan Part 1 policies relating to car

free development and better management of servicing and deliveries will reduce the number of car-based trips based on the previous car-generating use, contributing to improved air quality locally and across the borough as a whole.

- M. Mitigate the Flood Zone 2 and Flood Zone 3 fluvial flood risk to the across of the site through the use of effective design, siting buildings to the lowest flood risk areas and prioritising vulnerable uses and/or infrastructure to be sited away from the areas of highest flood risk. Applicants must engage with the Environment Agency at the earliest possible opportunity.
- N. Provide a high-level district heat network feasibility study, to be agreed with the LPA (and the GLA, if required). This site has been identified as lying within a 'Zone of Interest' for future district heat network expansion in conjunction with the development of a future Strategic Heat Main extension into the borough. Applicants should engage with the Council at the earliest opportunity.
- O. Support the principles set out within the Lea Bridge Area Framework (2022), or subsequent updates to this work.

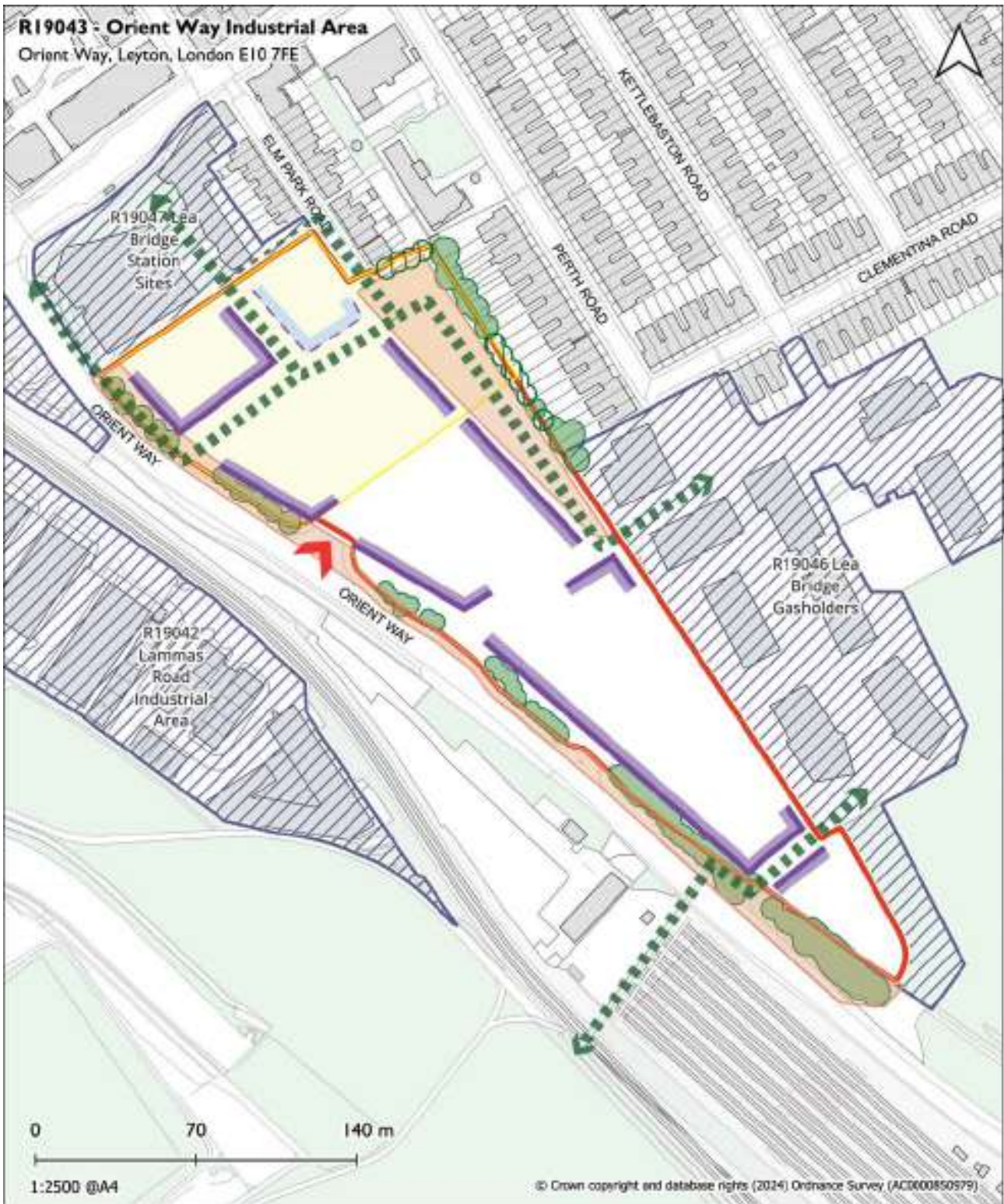
SUPPORTING TEXT

8.12 This site allocation is based on evidence identified within the draft Lea Bridge Gateway SIL Masterplan (Stage 1), which covers the Argall Avenue Industrial Area (R19040), Rigg Approach Industrial Area (R19041), Lammas Road Industrial Area (R19042) and Orient Way Industrial Area (R19043) site allocations. It has been produced by the Council in collaboration with landowners from those sites through a Development Performance Agreement (DPA). In accordance with the draft Industrial Land and Uses London Plan Guidance (LPG) (2023), the 'stage 1' masterplan has identified proposed sub-areas within Lea Bridge Gateway SIL for the intensification of industrial uses, and sub-areas where co-location could support the delivery of residential and other non-industrial uses. The sub-areas that are being identified as suitable for co-location and the delivery of residential and other non-industrial uses are to be redesignated as Locally Significant Industrial Sites (LSIS), as set out under the 'New Evidence' chapter.

8.13 The Stage 1 masterplan forms part of the evidence base for Local Plan Part 2 and will now be submitted to the Greater London Authority (GLA) for consultation and agreement on compliance with London Plan Policy E7 (Industrial intensification, co-location and substitution).

8.14 Once Stage 1 is agreed, landowners and/or developers can progress (in collaboration with the Council) a 'stage 2' masterplan for each of the four SILs identified within the Waltham Forest Local Plan: Argall Avenue (SIL5), Rigg Approach (SIL6), Lammas Road (SIL7) and Orient Way (SIL8). The 'stage 2' masterplans will identify the detailed parameters for development, including relating to development capacity, access and servicing, sustainable transportation, Agent of Change principles, placemaking, viability and deliverability, environmental standards, and phasing to ensure no net loss of industrial capacity.

Orient Way Industrial Area (R19043) - Placemaking Plan



Please read in conjunction with the 'Placemaking Plan Key', which can be found at the end of the document.

Low Hall

Low Hall Strategic Location - Infrastructure Requirements

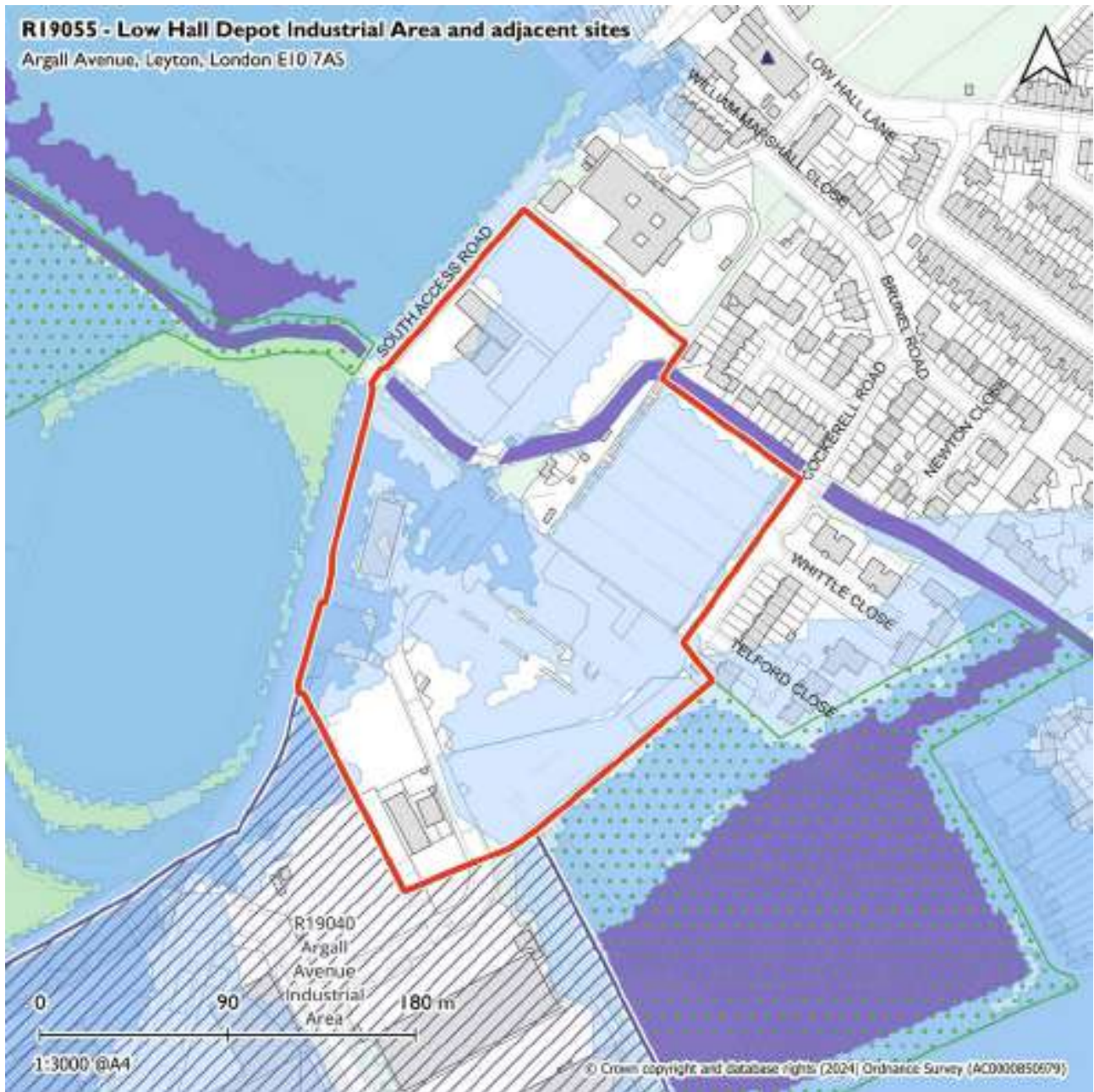
9.1 To ensure that growth is inclusive and sustainable, development must contribute to the delivery of key infrastructure in accordance with policy 96. This includes borough-wide infrastructure, such as affordable housing and workspace, tree planting and biodiversity, flood mitigation measures including Sustainable Drainage Systems (SuDS), and investment in educational facilities, cultural initiatives, and heritage assets. This list sets out the specific requirements identified to be delivered in Low Hall Strategic Location based on a snapshot of the Infrastructure Delivery Plan (IDP) at the time of drafting. It is very likely that much of it will serve communities outside the Strategic Location too, and it may therefore be necessary for development outside the Strategic Location to make appropriate contributions to its delivery.

9.2 Development proposals within the Low Hall Strategic Location will be expected to deliver or contribute towards the delivery of the following infrastructure items:

<p>1. Flood Mitigation</p>	<p>i. De-culverted Dagenham Brook and biodiversity improvements to reduce flood risk.</p> <p>ii. Biodiversity and access improvements to Low Hall flood storage area.</p>
<p>2. Green and Blue Infrastructure</p>	<p>i. Enhanced access to and facilities in Low Hall Sports Ground.</p> <p>ii. Creation of a new entrance to Low Hall sports ground adjacent to Dagenham Brook on South Access Road at Low Hall conservation area resulting in a continuous path parallel to the Brook connecting to the existing woodland walk at the west of the site.</p> <p>iii. De-culverting and enhancing Dagenham Brook.</p>
<p>3. Heritage</p>	<p>i. Enhance the setting of the Walthamstow Pumphouse Museum and surrounding public realm.</p>
<p>4. Suitable Alternative Natural Greenspaces (SANGs)</p>	<p>i. SANGs sites identified as potentially providing visitor uplift capacity for new homes in the Low Hall Strategic Location include:</p> <ul style="list-style-type: none"> ● Leyton Cricket Ground and Brewster Road Park ● Leyton Jubilee Park ● Low Hall Farm ● Low Hall Wood and Sports Ground ● Queens Road Cemetery ● Thomas Gamuel Park ● Walthamstow/Leyton Marsh Nature Reserve

	<ul style="list-style-type: none"> ● Wetlands access point to Park Pathway ● Waterworks ● Sidmouth Park and Coronation Gardens ● Leyton Mills Retail Park ● Eton Manor
5. Transport	i. New Meridian Line (Hall Farm Curve) providing a direct rail connection between Chingford and Stratford.
6. Waste	i. New class leading, sustainable, intensified waste facility within Argall Industrial Estate.

Low Hall Depot Industrial Area and adjacent sites (R19055)



Please read in conjunction with the 'Site Boundary and Constraints Plan Key', which can be found at the end of the document.

Address:	Argall Avenue, Leyton, London E10 7AS		
Previous site reference:	SA09	Ward:	Markhouse
Site Size (Ha):	4.51	Ownership:	Public
Consent Status:	None	Planning Reference(s):	N/A
Planning Designations:	Low Hall Strategic Location; SIL*; APA; SINC; AQMA; Flood Zone 2; Flood Zone 3a; Flood Zone 3b; MOL (adjacent); LVRP; Parks (adjacent); Playing Fields (adjacent); Allotments (adjacent); Green Corridor (adjacent); Main River (8m).		

Footnote to Planning Designation - *The site is proposed through this document to be designated as a Strategic Industrial Location (SIL), including the redesignation of the existing Locally Significant Industrial Site (LSIS) and non-designated industrial land. The site is to be removed as a 'Location Suitable for Tall Buildings'. This is set out in more detail under 'Policy Map Changes'.

Low Hall Depot Industrial Area and adjacent sites (R19055) - Site Allocation

Site Allocation

- A. Reprovide, improve and modernise the depot facility and provide modern, flexible industrial uses and enhanced public realm with biodiverse landscaping.

Indicative Capacities

- B. New, modern depot facility
- C. Minimum 3,900 sqm industrial uses, with potential to provide a minimum of 4,500 sqm.

Potential Delivery Timescale

- D. Development of the site is expected to be completed in

2020-2025	2025-2030	2030-2035
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Character-led Intensification Approach

- E. Transition

Low Hall Depot Industrial Area and adjacent sites (R19055) - Site Requirements

In order to secure planning permission, development proposals will be expected to

- A. Provide a new, improved operational depot to meet the identified needs of the Council.
- B. Optimise the site to deliver an uplift in industrial capacity through the provision of multi-storey schemes and more efficient building typologies, whilst protecting or reproviding existing industrial provision, such as the waste facilities. Uses should be limited to those acceptable in a Strategic Industrial Location (SIL), reflecting the redesignation of this site from a Locally Significant Industrial Site (LSIS).
- C. Provide well designed active industrial ground-floor frontages onto South Access Road to create a strong street presence and provide an industrial 'shopfront'. Design proposals should establish a better definition between public and private realm, should avoid using hostile boundary treatments, and should maximise natural surveillance to ensure community safety for all.

- D. Deliver new and enhanced greening and biodiversity throughout and around the site, including through the provision of tree planting, green spaces, and green roofs.
- E. Provide ecological and biodiversity enhancements to the setting of the Dagenham Brook and to the Low Hall Flood Meadows, including implementation of a river restoration scheme and the retention and enhancement of the mature trees bordering the brook. Any development should be appropriately set back from the Dagenham Brook to enable access for maintenance, and to ensure that the root protection zone and crown growth of trees is not impacted by construction or operation.
- F. Retain and enhance significant and/or mature trees by incorporating them into the layout and landscape design, and suitably protecting them during construction and operation. This includes root protection as well as crown growth in proximity to buildings over the tree's natural lifespan. Proposals should retain and enhance the existing trees adjacent to Barn Croft school to form an ecological buffer, as well as those to the south east bordering onto the open space.
- G. Design and site buildings and new green space to protect and enhance the integrity of the Low Hall Farm and Low Hall Wood, and the associated Green Corridor, and the openness of the Walthamstow / Hackney Marshes Metropolitan Open Land (MOL). The use of lighting or light pollution resulting from industrial uses should be appropriately mitigated through a lighting strategy to ensure it does not negatively impact the existing ecology.
- H. Mitigate the Flood Zone 2 and Flood Zone 3 fluvial flood risk to the across the site through the use of effective design, siting buildings to the lowest flood risk areas and prioritising vulnerable uses and/or infrastructure to be sited away from the areas of highest flood risk. Applicants must engage with the Environment Agency at the earliest possible opportunity.
- I. Demonstrate that there would be no adverse impact on the amenity of future occupiers from noise, smell, vibrations or light in regard to the continued effective operation of the adjacent Thames Water storm tanks. Should mitigation measures be required to ensure this, proposals must set out how and when any mitigation measures will be delivered in line with the Agent of Change principle.
- J. Provide a high-level district heat network feasibility study, to be agreed with the LPA (and the GLA, if required). This site has been identified as lying within a 'Zone of Interest' for future district heat network expansion in conjunction with the development of a future Strategic Heat Main extension into the borough. Applicants should engage with the Council at the earliest opportunity.
- K. Support the principles set out within the Dagenham Brook River Restoration Corridor Strategy (2022), or subsequent updates to this work.

Low Hall Depot Industrial Area and adjacent sites (R19055) - Placemaking Plan



Please read in conjunction with the 'Placemaking Plan Key', which can be found at the end of the document.

South Leytonstone

South Leytonstone Strategic Location - Infrastructure Requirements

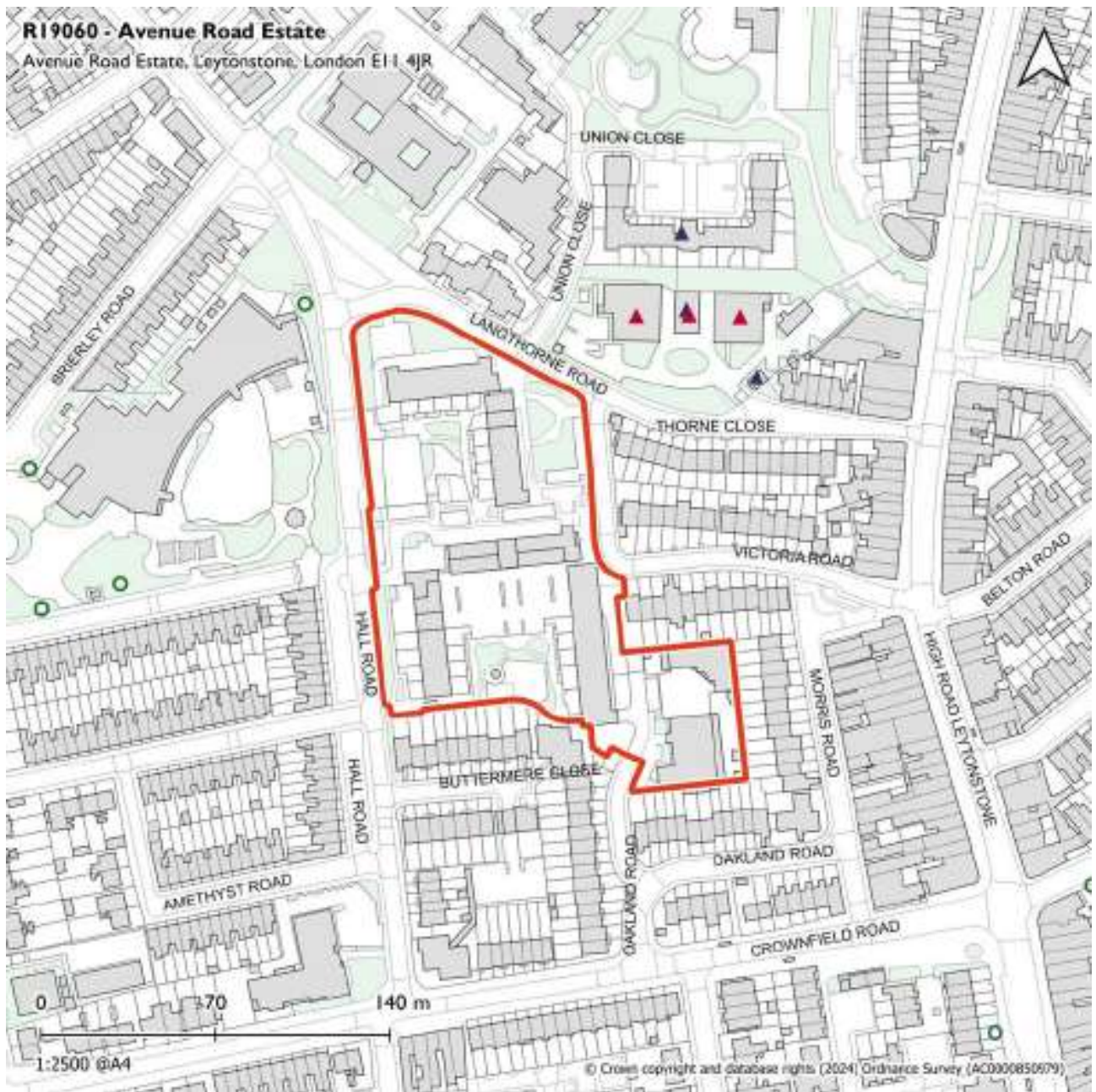
10.1 To ensure that growth is inclusive and sustainable, development must contribute to the delivery of key infrastructure in accordance with policy 96. This includes borough-wide infrastructure, such as affordable housing and workspace, tree planting and biodiversity, flood mitigation measures including Sustainable Drainage Systems (SuDS), and investment in educational facilities, cultural initiatives, and heritage assets. This list sets out the specific requirements identified to be delivered in South Leytonstone Strategic Location based on a snapshot of the Infrastructure Delivery Plan (IDP) at the time of drafting. It is very likely that much of it will serve communities outside the Strategic Location too, and it may therefore be necessary for development outside the Strategic Location to make appropriate contributions to its delivery.

10.2 Development proposals within the South Leytonstone Strategic Location will be expected to deliver or contribute towards the delivery of the following infrastructure items:

<p>1. Employment and Social and Community Infrastructure</p>	<p>i. Re-provision of the Construction Training Centre in Leytonstone and exploration of whether it could move to a site or area with significant construction activity to closer link the skills training with local job opportunities.</p> <p>ii. Enhancement or re-provision of existing Leytonstone Leisure Centre.</p>
<p>2. Green and Blue Infrastructure</p>	<p>i. Enhanced safe green walking and cycling routes, and connectivity to local open green spaces.</p> <p>ii. Improvements to local open green spaces Langthorne Park and Pavilion, Jubilee Gardens and Harrow Green Memorial Gardens..</p>
<p>3. Health</p>	<p>i. Re-provision and enhancement of existing Langthorne Health Centre.</p> <p>ii. Expansion Red Oak Lodge and South Forest Centre.</p>
<p>4. Public Realm</p>	<p>i. Delivery of South Leyton / Leytonstone Liveable Neighbourhoods projects.</p> <p>ii. Provision of new high quality public space at Leytonstone Overground Station, creating a station square.</p> <p>iii. Completion of public realm improvements at Brierley Road with new seating area.</p>
<p>5. Suitable Alternative Natural Greenspaces (SANGs)</p>	<p>i. The SANGs sites identified as potentially providing visitor uplift capacity for new homes in the South Leytonstone Strategic Location include:</p> <ul style="list-style-type: none"> ● Langthorne Park ● Leyton Mills Retail Park

	<ul style="list-style-type: none"> ● St John the Baptist Churchyard ● St Patrick's RC Cemetery ● Leyton Cricket Ground and Brewster Road Park ● Sidmouth Park and Coronation Gardens ● Drapers Field ● Eton Manor
<p>6. Transport</p>	<ul style="list-style-type: none"> i. New Leytonstone High Road Overground Station entrance, plaza, and step free access ii. Provision of safe and legible east-west walking and cycling routes across the A12 into Leyton Town Centre. iii. Reintroducing and improving existing footways for enhanced community safety. iv. Improved wayfinding and signage to nearby town centres such as Leyton to the south-west and Leytonstone to the north-east.

Avenue Road Estate (R19060)



Please read in conjunction with the 'Site Boundary and Constraints Plan Key', which can be found at the end of the document.

Address:	Avenue Road Estate, Leytonstone, London E11 4JR		
Previous site reference:	SA21	Ward:	Cathall
Site Size (Ha):	1.63	Ownership:	Public
Consent Status:	Resolution to grant	Planning Reference(s):	222588
Planning Designations:	South Leytonstone Strategic Location; Area potentially suitable for tall building(s)*; Locally Listed Building (adjacent); TPO (adjacent); AQMA.		

Footnote to Planning Designations - *This site has been identified as a location where a building/buildings of 18 storeys or more may be acceptable, with buildings of 23 and 19 storeys tested and approved as part of the planning application (reference: 222588). An additional area covered by this site is proposed through this document to be designated as a 'Location Suitable for Tall Buildings'. This is set out in more detail under 'Policy Map Changes'.

Avenue Road Estate (R19060) - Site Allocation

Site Allocation

- A. Regeneration of the housing estate to provide enhanced community facilities and provide new homes for existing tenants and new residents, commercial uses, new and enhanced public realm, and accessible, biodiverse green open spaces.

Indicative Capacities

- B. 615 homes (gross) / 260 homes (net)
- C. 1,175 sqm non-residential uses

Potential Delivery Timescale

- D. Development of the site is expected to be completed in

2020-2025	2025-2030	2030-2035
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Character-led Intensification Approach

- E. Transformation

Avenue Road Estate (R19060) - Site Requirements

In order to secure planning permission, development proposals will be expected to:

- A. Optimise the capacity of the site to deliver approximately 615 high quality, accessible, sustainable homes, including new homes for existing residents of the estate and affordable housing.
- B. Prioritise the delivery of new high quality social rented homes for existing residents. Ensure that all existing residents who wish to remain are offered a new home on site. The phasing of the redevelopment should be carefully planned to ensure that existing residents can be housed on site during the works programme. The regeneration of the estate is subject to a balloting process with the residents.
- C. Work with the Council to agree an appropriate tenure mix for other new homes, to both meet local needs and ensure estate regeneration priorities are viable.
- D. Reprovide the existing community uses to deliver facilities of an improved quality and to contribute to meeting local community infrastructure needs.

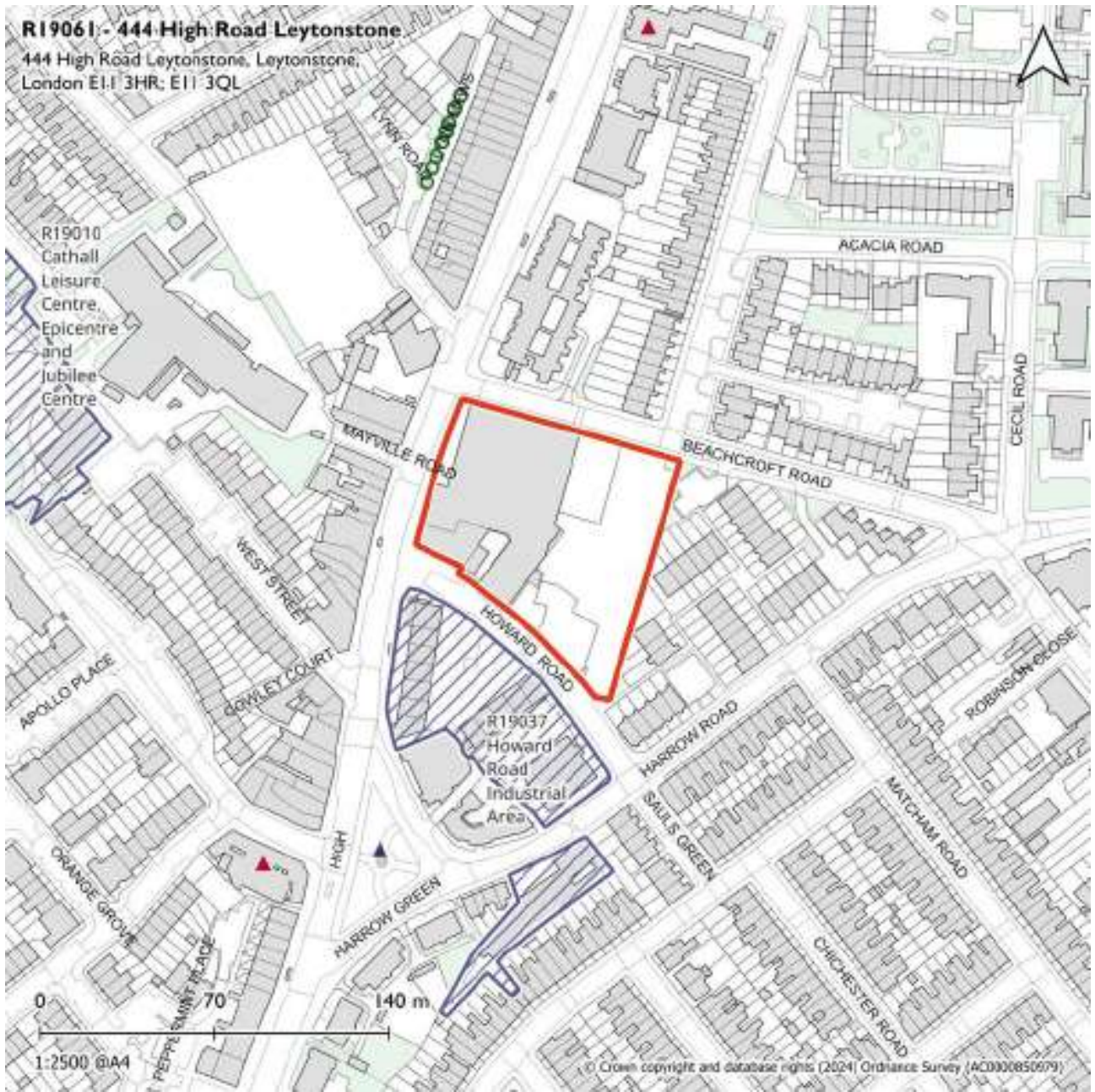
- E. Provide commercial uses of a size and scale that is appropriate for the edge of centre location and which complements Thatched House Neighbourhood Centre's existing offer. Uses that are considered particularly suitable for this site include workspace, convenience retail, and café/restaurant uses. The quantum of uses should be informed through the detailed design process and an assessment of need should be made at the application stage, including through reference to vacancy rates within the designated centre, and their provision must not undermine the viability and vitality of the centre.
- F. Provide well designed active ground-floor frontage onto Hall Road, Langthorne Road, and fronting onto the public realm within the site, ensuring that this relates positively to the surrounding context and maximises natural surveillance to ensure community safety for all.
- G. Avoid harmful impacts on the sensitive edges associated with the residential uses that bound the site.
- H. Create new high quality pedestrian-focused public realm throughout the site, with an area of significant provision in the form of a park in centre of the site, which should incorporate play space and should be green, safe and accessible to all.
- I. Deliver new and enhanced greening and biodiversity throughout and around the site, including through the provision of tree planting, green spaces, and green roofs.
- J. Deliver new pedestrian and cycle connectivity through the site, linking Langthorne Road, Hall Road, Victoria Road and Snowberry Close.
- K. Preserve or enhance the significance, setting and key views of the nearby designated heritage assets, including the Grade II listed Lodge to the south east of the main hospital block (Langthorne Hospital), Grade II listed Langthorne Hospital (main original block, formerly the West Ham Union Workhouse) and Grade II listed Chapel to the south of the main hospital block (Langthorne Hospital).

Avenue Road Estate (R19060) - Placemaking Plan



Please read in conjunction with the 'Placemaking Plan Key', which can be found at the end of the document.

444 High Road Leytonstone (R19061)



Please read in conjunction with the 'Site Boundary and Constraints Plan Key', which can be found at the end of the document.

Address:	444 High Road Leytonstone, Leytonstone, London E11 3HR; E11 3QL		
Previous site reference:	SA23	Ward:	Cann Hall
Site Size (Ha):	0.73	Ownership:	Private
Consent Status:	None	Planning Reference(s):	N/A
Planning Designations:	South Leytonstone Strategic Location; LSIS; AQMA.		

444 High Road Leytonstone (R19061) - Site Allocation

Site Allocation

- A. Reprovide retail uses and provide new homes and enhanced public realm with biodiverse landscaping.

Indicative Capacities

- B. 175 homes
- C. 5,760 sqm retail uses

Potential Delivery Timescale

- D. Development of the site is expected to be completed in

2020-2025	2025-2030	2030-2035
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Character-led Intensification Approach

- E. Transition

444 High Road Leytonstone (R19061) - Site Requirements

In order to secure planning permission, development proposals will be expected to

- A. Optimise the capacity of the site to deliver approximately 175 high quality, accessible, sustainable homes, including affordable housing.
- B. Reprovide retail uses on site, the format and size of which should be informed by the requirements of the owner or leaseholder at the time an application is submitted, subject to an assessment of retail needs and balanced against all other planning considerations, including the vision for the site and wider location. Development may be required to take a phased approach to allow for the continuity of trade.
- C. Provide well designed active commercial, ground-floor frontage onto High Road Leytonstone, ensuring that this relates positively to the surrounding context and maximises natural surveillance to ensure community safety for all.
- D. Enhance the existing public realm on High Road Leytonstone and Howard Road to deliver a pedestrian-focused environment which is green, safe and accessible to all.
- E. Deliver new pedestrian and cycling connectivity through the site, linking Cobden Road / Beachcroft Road in the north to Howard Road to the south, along the eastern boundary of the site.
- F. Deliver new and enhanced greening and biodiversity throughout and around the site, including through the provision of tree planting, green spaces, and green roofs.

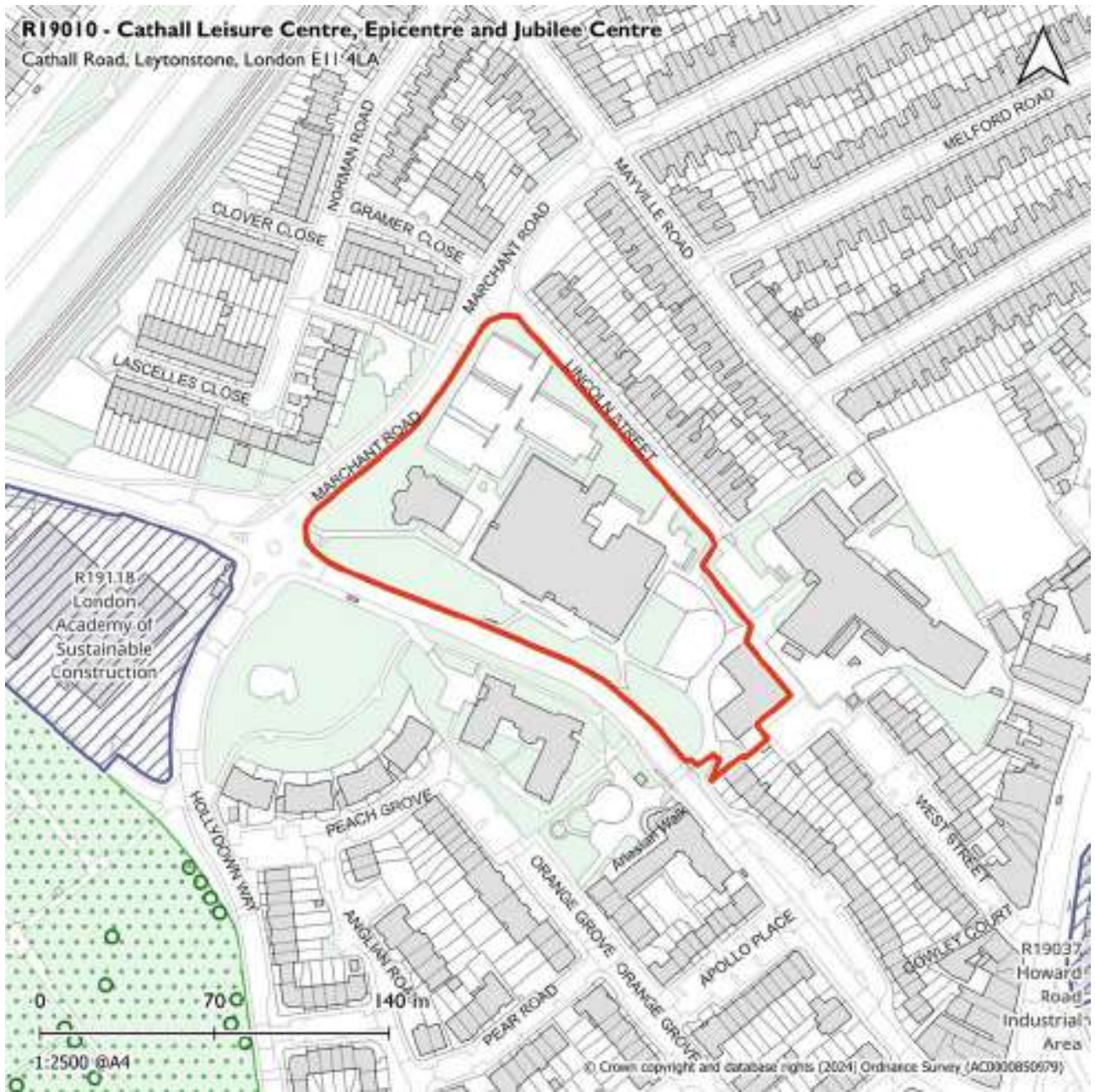
- G. Retain and enhance significant and/or mature trees by incorporating them into the layout and landscape design, through appropriate set back of buildings, and suitably protecting them during construction and operation. This includes root protection as well as crown growth in proximity to buildings over the tree's natural lifespan.
- H. Mitigate any groundwater flood risk, which is identified as being greater than 75% across the site, through appropriate design and siting of the buildings. Any basement development or excavation will be required to provide a Basement Impact Assessment and will be required to demonstrate that development will not unduly displace groundwater to neighbouring properties or increase the flood risk of these properties.
- I. Ensure that the overall integrity and efficacy of the adjacent Howard Road Locally Significant Industrial Site (LSIS18), and the existing or potential industrial activities located within it are not compromised by development on the site, including the ability of industrial activities to operate on a 24-hour basis. This should be achieved through the layout and orientation of any proposals, including the location of public realm, as well as consideration of access, servicing, soundproofing and other design mitigation measures. The Agent of Change principle will be applied to protect the industrial function of the LSIS.

444 High Road Leytonstone (R19061) - Placemaking Plan



Please read in conjunction with the 'Placemaking Plan Key', which can be found at the end of the document.

Cathall Leisure Centre, Epicentre and Jubilee Centre (R19010)



Please read in conjunction with the 'Site Boundary and Constraints Plan Key', which can be found at the end of the document.

Address:	Cathall Road, Leytonstone, London E11 4LA		
Previous site reference:	SA22	Ward:	Cathall
Site Size (Ha):	1.58	Ownership:	Public
Consent Status:	None	Planning Reference(s):	N/A
Planning Designations:	South Leytonstone Strategic Location; Area potentially suitable for tall building(s); AQMA.		

Footnote to Planning Designations - This site is proposed through this document to be designated as a 'Location Suitable for Tall Buildings'. This is set out in more detail under 'Policy Map Changes'.

Cathall Leisure Centre, Epicentre and Jubilee Centre (R19010) - Site Allocation

Site Allocation

- A. Reprovide, improve and modernise the leisure centre, community facilities, and the Multi Use Games Area (MUGA) and play area, and provide new homes, new public realm and accessible, biodiverse green open spaces.

Indicative Capacities

- B. 170 homes
- C. 3,700 sqm of leisure centre uses

Potential Delivery Timescale

- D. Development of the site is expected to be completed in

2020-2025	2025-2030	2030-2035
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Character-led Intensification Approach

- E. Transition

Cathall Leisure Centre, Epicentre and Jubilee Centre (R19010) - Site Requirements

In order to secure planning permission, development proposals will be expected to

- A. Optimise the capacity of the site to deliver approximately 170 high quality, accessible, sustainable homes, including affordable housing.
- B. Reprovide the sports and leisure and community use to deliver facilities of an improved quality to contribute to meeting local sport, leisure and recreation and community needs.
- C. Provide well designed active community ground-floor frontage onto Cathall Road, and active residential ground-floor frontage onto Marchant Road, ensuring that these relate positively to the surrounding context, including the presence of existing mature street trees, and maximise natural surveillance to ensure community safety for all.
- D. Avoid harmful impacts on the sensitive edges associated with the residential uses and the school that bound the site.

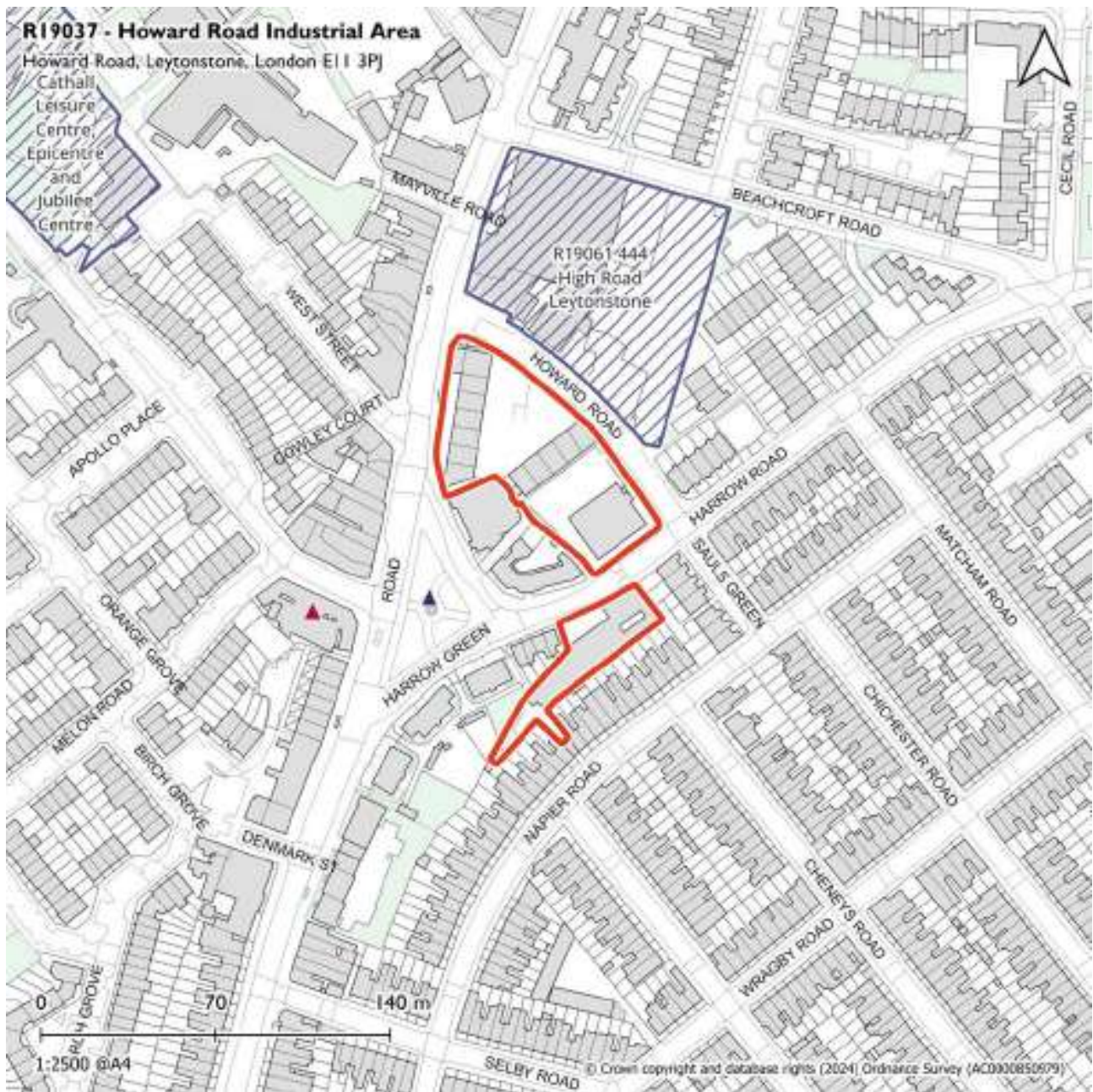
- E. Retain and enhance significant and/or mature trees by incorporating them into the layout and a landscape design of the public realm, focusing in particular on the southern and western side of the site. New public realm should create a pedestrian-focused environment with biodiverse green amenity, which is safe and accessible for all. Trees that are to be retained as part of the landscape design should be suitably protected during construction and operation of the development, including with respect to root protection and crown growth in proximity to buildings over the tree's natural lifespan.
- F. Deliver new and enhanced greening and biodiversity throughout and around the site, including through the provision of tree planting, green spaces, and green roofs.
- G. Reprovide the existing Multi-Use Games Area (MUGA) and play space ensuring that it is of an improved quality, incorporating modern facilities.
- H. Deliver new pedestrian and cycling connectivity through the site, linking Cathall Road to Mayville Road and improve pedestrian and cycling infrastructure along Cathall Road and Marchant Road. The provision should create a safe pedestrian crossing from the site to Cathall Green.
- I. Mitigate existing pluvial flood risk to the north west and south east of the site to achieve greenfield run off rates through appropriate design, including Sustainable Drainage Systems (SuDS) where appropriate. Development should also make efforts to reduce pluvial flood risk off site.
- J. Mitigate any groundwater flood risk, which is identified as being greater than 75% across the site, through appropriate design and siting of the buildings. Any basement development or excavation will be required to provide a Basement Impact Assessment and will be required to demonstrate that development will not unduly displace groundwater to neighbouring properties or increase the flood risk of these properties.

Cathall Leisure Centre, Epicentre and Jubilee Centre (R19010) - Placemaking Plan



Please read in conjunction with the 'Placemaking Plan Key', which can be found at the end of the document.

Howard Road Industrial Area (R19037)



Please read in conjunction with the 'Site Boundary and Constraints Plan Key', which can be found at the end of the document.

Address:	Howard Road, Leytonstone, London E11 3PJ		
Previous site reference:	SA66	Ward:	Cann Hall
Site Size (Ha):	0.55	Ownership:	Private
Consent Status:	None	Planning Reference(s):	N/A
Planning Designations:	South Leytonstone Strategic Location; LSIS; Listed Building (adjacent); APA; AQMA.		

Howard Road Industrial Area (R19037) - Site Allocation

Site Allocation

- A. Reprovide the healthcare facility and provide modern, flexible industrial uses, ensuring a net increase in overall industrial capacity, and enhanced public realm with biodiverse landscaping.

Indicative Capacities

- B. Minimum reprovision of 6,145 sqm of industrial floorspace, with potential to provide 10,700 sqm.

Potential Delivery Timescale

- C. Development of the site is expected to be completed in

2020-2025	2025-2030	2030-2035
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Character-led Intensification Approach

- D. Transition

Howard Road Industrial Area (R19037) - Site Requirements

In order to secure planning permission, development proposals will be expected to

- A. Provide as a minimum the full replacement of existing industrial capacity with industrial floorspace uses that are acceptable in a Locally Significant Industrial Site (LSIS), and seek to provide an uplift in industrial capacity through the provision of multi-storey schemes and more efficient building typologies. Units should be supported by appropriate yard space, with consideration given to where this could be shared between multiple units and/or businesses. The reference capacity for reprovision is 6,145 sqm.
- B. Retain or reprovide the healthcare facility on site to deliver facilities of an improved quality to contribute to meeting local community infrastructure needs.
- C. Provide well designed active industrial ground-floor frontages onto High Road Leytonstone to create a strong street presence and provide an industrial ‘shopfront’. Proposals should use design to establish a better definition between public and private realm, should avoid using hostile boundary treatments, and should maximise natural surveillance to ensure community safety for all.
- D. Avoid harmful impacts on the sensitive edges associated with the rear of the residential uses that bound the site.
- E. Provide safe, well defined and well managed servicing and delivery access from Howard Road.

- F. Enhance the existing public realm on High Road Leytonstone and Howard Road to deliver a pedestrian-focused environment which is green, safe and accessible to all. This should incorporate soft and hard landscaping on Howard Road and street furniture on High Road Leytonstone to make use of the generous pavement width and street trees.
- G. Enhance existing pedestrian and cycling connectivity along Howard Road.
- H. Preserve or enhance the significance, setting and key views of the nearby designated heritage assets, including the Grade II listed Leytonstone War Memorial and Gardens.
- I. Retain and enhance significant and/or mature trees by incorporating them into the layout and landscape design, and suitably protecting them during construction and operation. This includes root protection as well as crown growth in proximity to buildings over the tree's natural lifespan.
- J. Deliver new and enhanced greening and biodiversity throughout and around the site, including through the provision of tree planting, green spaces, and green roofs.
- K. Mitigate any groundwater flood risk, which is identified as being greater than 75% across the site, through appropriate design and siting of the buildings. Any basement development or excavation will be required to provide a Basement Impact Assessment and will be required to demonstrate that development will not unduly displace groundwater to neighbouring properties or increase the flood risk of these properties.

Howard Road Industrial Area (R19037) - Placemaking Plan



Please read in conjunction with the 'Placemaking Plan Key', which can be found at the end of the document.

Leytonstone Town Centre

Leytonstone Town Centre Strategic Location - Infrastructure Requirements

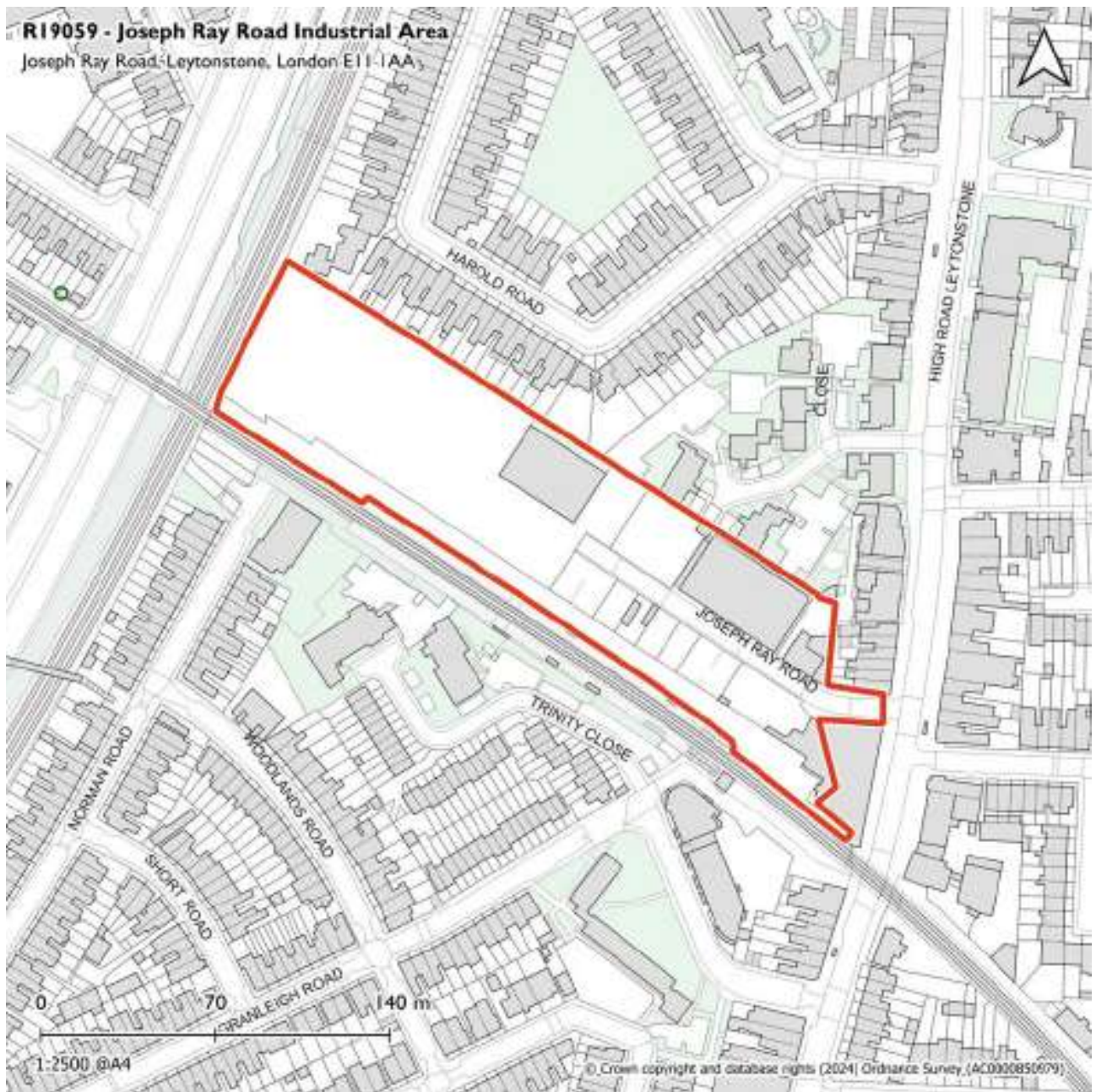
11.1 To ensure that growth is inclusive and sustainable, development must contribute to the delivery of key infrastructure in accordance with policy 96. This includes borough-wide infrastructure, such as affordable housing and workspace, tree planting and biodiversity, flood mitigation measures including Sustainable Drainage Systems (SuDS), and investment in educational facilities, cultural initiatives, and heritage assets. This list sets out the specific requirements identified to be delivered in Leytonstone Town Centre Strategic Location based on a snapshot of the Infrastructure Delivery Plan (IDP) at the time of drafting. It is very likely that much of it will serve communities outside the Strategic Location too, and it may therefore be necessary for development outside the Strategic Location to make appropriate contributions to its delivery.

11.2 Development proposals within the Leytonstone Town Centre Strategic Location will be expected to deliver or contribute towards the delivery of the following infrastructure items:

<p>1. Employment and Social and Community Infrastructure</p>	<ul style="list-style-type: none"> i. Activation of railways arches for community and commercial use. ii. Enhancement of community facilities and affordable workspaces. iii. Reprovision of multi-use games area (MUGA) at Church Lane car park site.
<p>2. Green and Blue Infrastructure</p>	<ul style="list-style-type: none"> i. Creation of coherent green link connecting Church Lane, Kirkdale Road, Lemna Road and the Tesco development site.
<p>3. Health</p>	<ul style="list-style-type: none"> i. Provision of new integrated health facility at Leytonstone High Road.
<p>4. Heritage</p>	<ul style="list-style-type: none"> i. Enhancement of the setting of heritage assets, including the cluster of heritage buildings within the Tesco site allocation and the passage at St John's Church in Leytonstone.
<p>5. Public Realm</p>	<ul style="list-style-type: none"> i. Delivery of South Leytonstone / Leytonstone Liveable Neighbourhoods projects. ii. Enhanced public realm around heritage assets within the Tesco site allocation to create a new heritage quarter. iii. Enhanced pedestrian links around St John's Church enhancing the church's setting and providing improved public space in the centre of Leytonstone. iv. Enhanced public space at Leytonstone underground station entrance with integrated play space.

<p>6. Suitable Alternative Natural Greenspaces (SANGs)</p>	<p>i. The SANGs sites identified as potentially providing visitor uplift capacity for new homes in the Leytonstone Town Centre Strategic Location include:</p> <ul style="list-style-type: none"> ● Roding Valley Link ● St John the Baptist Churchyard ● St RC Patrick's Cemetery ● Leyton Cricket Ground and Brewster Road Park ● Sidmouth Park and Coronation Garden ● Langthorne Park
<p>7. Transport</p>	<p>i. Increased station capacity, improved accessibility and interchange at Leytonstone Underground Station.</p> <p>ii. New Leytonstone High Road Overground Station entrance, plaza, and step free access.</p> <p>iii. Long term transformation of the Leytonstone gyratory to reduce emissions and improve air quality and enhance liveable neighbourhoods.</p> <p>iv. Enhanced green walking and cycling routes and connectivity including green routes parallel to the High Street, safer routes via Green Man roundabout and links to Whipps Cross.</p> <p>v. Wayfinding improvements including for pedestrian routes to Wanstead flats and Whipps Cross.</p>

Joseph Ray Road Industrial Area (R19059)



Please read in conjunction with the 'Site Boundary and Constraints Plan Key', which can be found at the end of the document.

Address:	Joseph Ray Road, Leytonstone, London E11 1AA		
Previous site reference:	SA17	Ward:	Leytonstone
Site Size (Ha):	1.86	Ownership:	Mixed
Consent Status:	None	Planning Reference(s):	N/A
Planning Designations:	Leytonstone Town Centre Strategic Location; Area potentially suitable for tall building(s)*; LSIS; APA; AQMA; Greenway (adjacent).		

Footnote to Planning Designations - *This site has been identified as a location where a building/buildings of 18 storeys or more may be acceptable, within an indicative range of 18 - 20 storeys. This is subject to contextual analysis, a robust placemaking strategy, and assessment against all relevant policies set out within Local Plan Part 1, including Policy 54 Tall Buildings.

Joseph Ray Road Industrial Area (R19059) - Site Allocation

Site Allocation

- A. Provide modern, flexible industrial uses, ensuring a net increase in overall industrial capacity, new homes and other commercial use, a new step-free entrance to Leytonstone High Road Overground Station, new and enhanced public realm, and accessible, biodiverse green open spaces.

Indicative Capacities

- B. 320 homes, subject to a two-stage industrial masterplan
- C. 8,040 sqm industrial uses
- D. Non-residential uses, subject to a two-stage industrial masterplan

Potential Delivery Timescale

- E. Development of the site is expected to be completed in

2020-2025	2025-2030	2030-2035
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Character-led Intensification Approach

- F. Transformation

Joseph Ray Road Industrial Area (R19059) - Site Requirements

In order to secure planning permission, development proposals will be expected to

- A. Optimise the capacity of the site to deliver approximately 320 high quality, accessible, sustainable homes, including affordable housing, subject to a two-stage industrial masterplan.
- B. Explore whether Build to Rent homes (meeting the London Plan and Local Plan Part 1 definitions), including affordable housing preferably for London Living Rent, are appropriate for this site or parts of this site. All Build to Rent development in the borough will be expected to explore the potential to offer affordable housing to local key workers.
- C. Provide as a minimum, and in addition to any other uses introduced in the Areas of Change, the full replacement of existing industrial capacity with industrial uses that are acceptable in a Locally Significant Industrial Site (LSIS), and seek to provide an uplift in industrial capacity through the provision of multi-storey schemes and more efficient building typologies. Units should be supported by appropriate yard space,

with consideration given to where this could be shared between multiple units and/or businesses. The reference capacity for reprovision is 8,040 sqm, and industrial uses must be completed ahead of other uses in accordance with 'industry first' principles.

- D. Provide a Retention and Relocation strategy which sets out an approach to engagement with existing businesses and the provisions to be undertaken to either secure their retention on site within the redeveloped premises or for them to be accommodated within alternative suitable local premises.
- E. Provide step-free access to Leytonstone High Road Overground Station.
- F. Activate the railway arches to provide space for small businesses, including enhancing the public realm fronting them to create spaces that can be used by the businesses.
- G. Create a connection through the railway arches to Norman Road, providing new pedestrian and cycling access. This should be safe and accessible to all, overlooked, well lit and attractively designed.
- H. Avoid harmful impacts on the sensitive edges associated with the residential uses that bound the site, including through the development of a green buffer.
- I. Provide well designed active industrial ground-floor frontages within the industrial estate to create a strong street presence and provide an industrial 'shopfront' opposite to and within the railway arches. Proposals should use design to establish a better definition between public and private realm, should avoid using hostile boundary treatments, and should maximise natural surveillance to ensure community safety for all.
- J. Provide safe, well define and well managed servicing and delivery access along the northern edge of the site from High Road Leytonstone, and explore the provision of shared servicing for commercial uses in the arches.
- K. Demonstrate that there would be no adverse impact on the amenity of future occupiers from noise, vibrations or light associated with the continued effective operation of the railway. Proposals should consider how effective landscaping can contribute to this, whilst retaining a sufficient easement between the railway and any buildings to enable access for maintenance and servicing.
- L. Create new high quality pedestrian-focused public realm at the eastern entrance to the site which is green, safe and accessible to all. This should establish a new station square acting as a gateway and a key arrival point for the south of the town centre.
- M. Deliver enhanced greening and biodiversity throughout and, where possible, around the site, including through the provision of tree planting, new green space, and green roofs.
- N. Mitigate the impact of any localised poor air quality from the A12 on the site through the appropriate design and siting of the buildings, the correct use of appropriate building materials, and responsive landscaping design and ecological buffers. The redevelopment of this site in accordance with Local Plan Part 1 policies relating to car

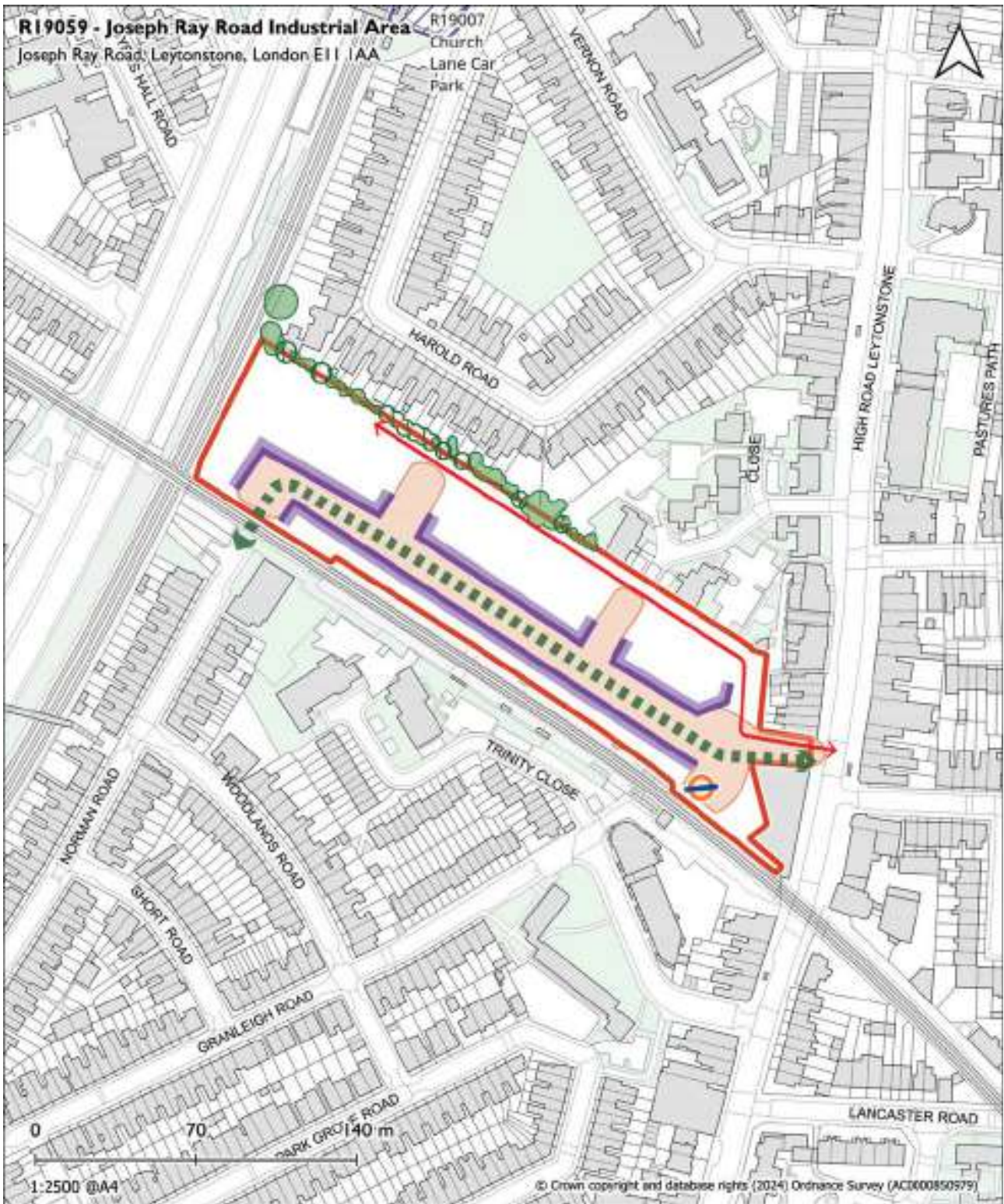
free development and better management of servicing and deliveries will reduce the number of car-based trips based on the previous car-generating use, contributing to improved air quality locally and across the borough as a whole.

- O. Mitigate any groundwater flood risk, which is identified as being greater than 75% in the southern part of the site, through appropriate design and siting of the buildings. Any basement development or excavation will be required to provide a Basement Impact Assessment and will be required to demonstrate that development will not unduly displace groundwater to neighbouring properties or increase the flood risk of these properties.
- P. Ensure that the overall integrity and efficacy of the Joseph Ray Road Locally Significant Industrial Site (LSIS15), and the existing or potential industrial activities located within it are not compromised by development on the site, including the ability of industrial activities to operate on a 24-hour basis. This should be achieved through the layout and orientation of any proposals, including the location of public realm, as well as consideration of access, servicing, soundproofing and other design mitigation measures. The Agent of Change principle will be applied to protect the industrial function of the LSIS.
- Q. Support the principles set out within the Leytonstone Town Centre Framework (2021), or subsequent updates to this work.

SUPPORTING TEXT

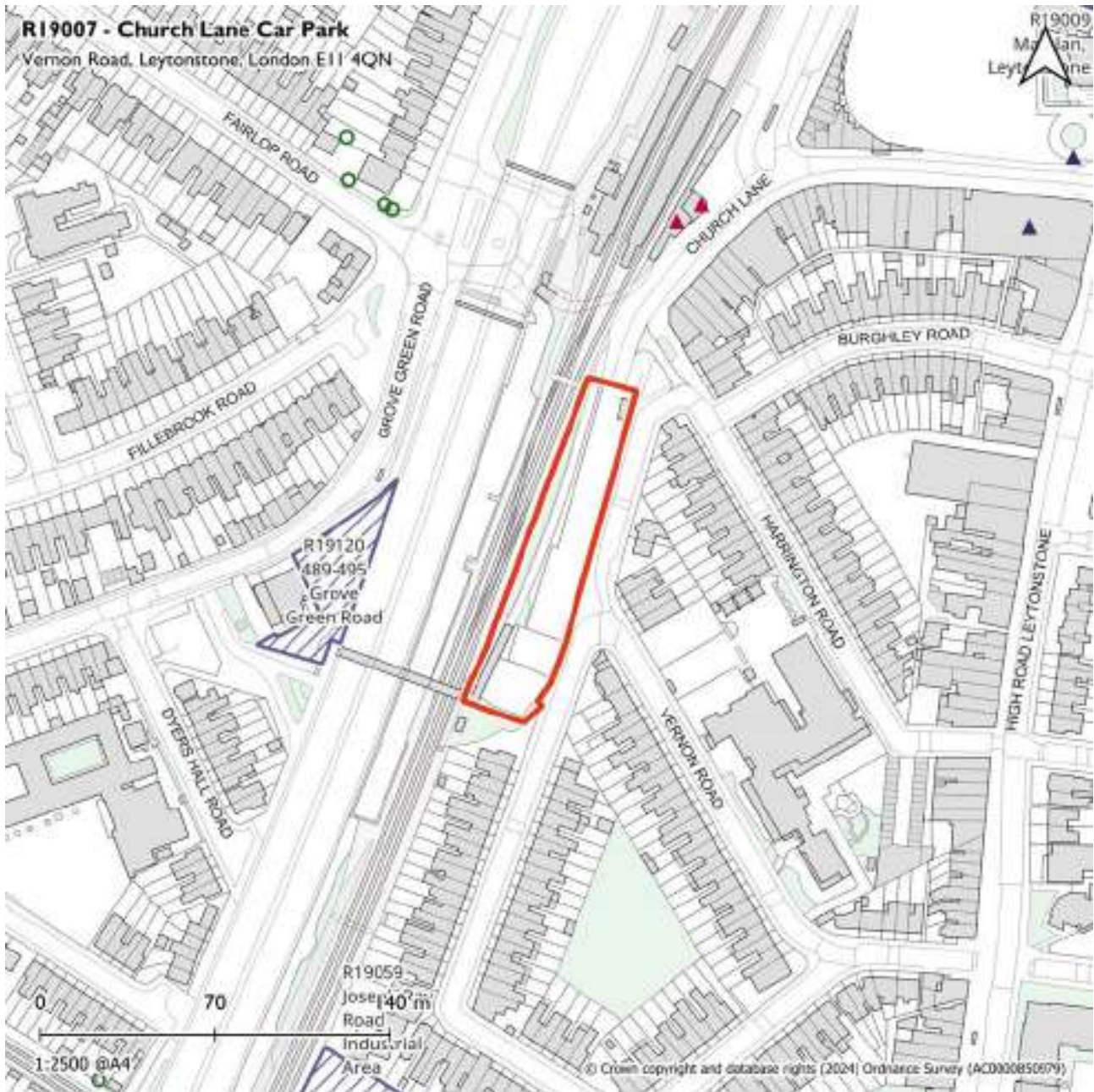
11.3 Where proposals seek to introduce uses other than industrial (and related) uses, this must be supported by and compliant with an approved industrial masterplan. The masterplan must be developed in partnership with the Council and the Greater London Authority (GLA), and with the principles set out in Local Plan Part 1 Policy 29 (Industrial Masterplan Approach) and London Plan Policy E7 (Industrial intensification, co-location and substitution), as well as relevant guidance in the Industrial Intensification Supplementary Planning Document (SPD) and the Industrial Land and Uses London Plan Guidance (LPG). The masterplan must consider the entire Locally Significant Industrial Site (LSIS).

Joseph Ray Road Industrial Area (R19059) - Placemaking Plan



Please read in conjunction with the 'Placemaking Plan Key', which can be found at the end of the document.

Church Lane Car Park (R19007)



Please read in conjunction with the 'Site Boundary and Constraints Plan Key', which can be found at the end of the document.

Address:	Vernon Road, Leytonstone, London E11 4QN		
Previous site reference:	SA18	Ward:	Leytonstone
Site Size (Ha):	0.36	Ownership:	Public
Consent Status:	None	Planning Reference(s):	N/A
Planning Designations:	Leytonstone Town Centre Strategic Location; Leytonstone District Centre; Area potentially suitable for tall building(s); AQMA; Greenway.		

Church Lane Car Park (R19007) - Site Allocation

Site Allocation

- A. Reprovide, modernise and improve the Multi Use Games Area (MUGA), play area and public cycle parking, and provide new homes, town centre uses, new public realm and accessible, biodiverse green open spaces.

Indicative Capacities

- B. 100 homes
- C. 1,320 sqm town centre uses

Potential Delivery Timescale

- D. Development of the site is expected to be completed in

2020-2025	2025-2030	2030-2035
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Character-led Intensification Approach

- E. Transition

Church Lane Car Park (R19007) - Site Requirements

In order to secure planning permission, development proposals will be expected to

- A. Optimise the capacity of the site to deliver approximately 100 high quality, accessible, sustainable homes, including affordable housing
- B. Explore whether Build to Rent homes (meeting the London Plan and Local Plan Part 1 definitions), including affordable housing preferably for London Living Rent, are appropriate for this site or parts of this site. All Build to Rent development in the borough will be expected to explore the potential to offer affordable housing to local key workers.
- C. Provide town centre uses on site that enhance and complement Leytonstone District Centre’s existing offer. Workspace is considered particularly suitable for this site. The quantum of uses should be informed through the detailed design process and an assessment of need should be made at the application stage, including through reference to vacancy rates within the designated centre.
- D. Provide well designed active commercial ground-floor frontage onto the enhanced public realm at the north of the site, and active residential ground-floor frontage onto Vernon Road, ensuring that this relates positively to the surrounding context and maximises natural surveillance to ensure community safety for all.

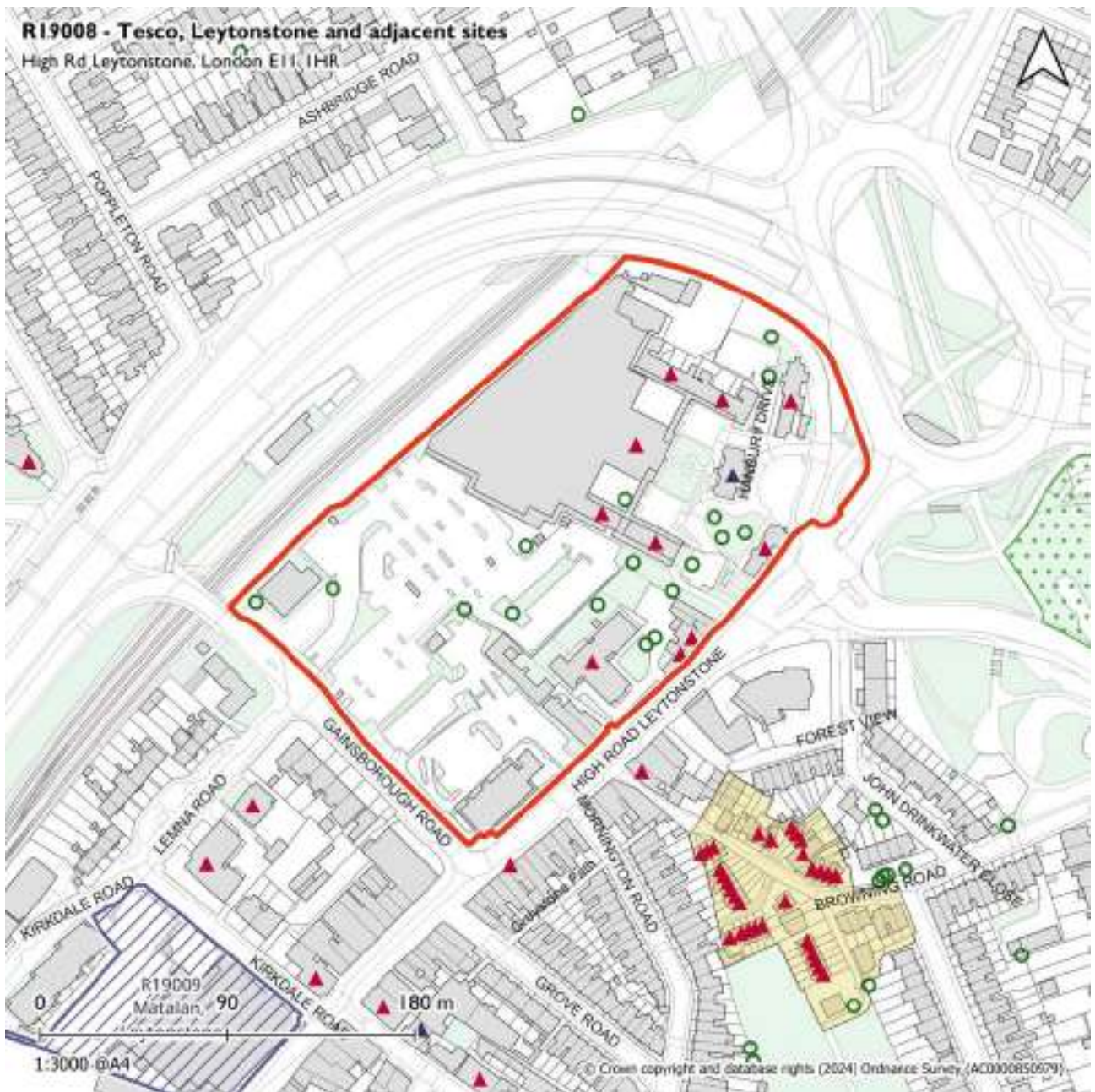
- E. Demonstrate that there would be no adverse impact on the amenity of future occupiers from noise, vibrations or light associated with the continued effective operation of the railway. Proposals should consider how effective landscaping can contribute to this, whilst retaining a sufficient easement between the railway and any buildings to enable access for maintenance and servicing.
- F. Reprovide the existing Multi-Use Games Area (MUGA), play space and cycle parking on site, ensuring that it is of an improved quality, incorporating modern facilities.
- G. Enhance the existing public realm at the north of the site, outside Leytonstone Underground Station, to deliver a pedestrian-focused environment which is green, safe and accessible to all.
- H. Enhance cycle and pedestrian connections into and through the site. Explore the potential to connect the existing cycle path from the bridge over the railway line directly to Vernon Road rather than running along the western edge of the site, delivering new pedestrian and cycling provision in a more visible location, and enhancing connectivity between Leytonstone Town Centre and Leyton and the residential neighbourhoods to the north of the A12. To enable this, the access ramp to the pedestrian and cycling bridge would need to be reconfigured. Safe access to the pedestrian bridge must be maintained during any construction.
- I. Deliver new and enhanced greening and biodiversity throughout and around the site, including through the provision of tree planting, green spaces, and green roofs.
- J. Retain and enhance the significant and/or mature trees by incorporating them into the layout and landscape design, and suitably protecting them during construction and operation. This includes root protection as well as crown growth in proximity to buildings over the tree's natural lifespan.
- K. Protect the Church Lane Community Garden.
- L. Mitigate the impact of any localised poor air quality from the A12 on the site through the appropriate design of the buildings, the correct use of appropriate building materials, and responsive landscaping design and ecological buffers. The redevelopment of this site in accordance with Local Plan Part 1 policies relating to car free development and better management of servicing and deliveries will reduce the number of car-based trips based on the previous car-generating use, contributing to improved air quality locally and across the borough as a whole. The repurposing of the car park to provide alternative uses, including affordable housing and new public realm / green spaces, supports the borough's Climate Action Plan.
- M. Support the principles set out within the Leytonstone Town Centre Framework (2021), or subsequent updates to this work.

Church Lane Car Park (R19007) - Placemaking Plan



Please read in conjunction with the 'Placemaking Plan Key', which can be found at the end of the document.

Tesco, Leytonstone and adjacent sites (R19008)



Please read in conjunction with the 'Site Boundary and Constraints Plan Key', which can be found at the end of the document.

Address:	High Road Leytonstone, London E11 1HR		
Previous site reference:	SA19	Ward:	Leytonstone
Site Size (Ha):	4.50	Ownership:	Private
Consent Status:	None	Planning Reference(s):	N/A
Planning Designations:	Leytonstone Town Centre Strategic Location; Leytonstone District Centre; Area potentially suitable for tall building(s)*; Listed Building; Locally Listed Building; APA; TPO; EFSAC (400m); AQMA; MGB (adjacent); Green Corridor (adjacent); Greenway (adjacent).		

Footnote to Planning Designations - *This site has been identified as a location where a building/buildings of 18 storeys or more may be acceptable, within an indicative range of 18 - 28 storeys. This is subject to contextual analysis, a robust placemaking strategy, and assessment against all relevant policies set out within Local Plan Part 1, including Policy 54 Tall Buildings.

Tesco, Leytonstone and adjacent sites (R19008) - Site Allocation

Site Allocation

- A. Reprovide a suitably-sized supermarket and provide new homes, an early years facility, community/educational uses, other town centre uses, new and enhanced public realm and accessible, biodiverse green open spaces.

Indicative Capacities

- B. 1,100 homes
- C. 14,120 sqm town centre uses

Potential Delivery Timescale

- D. Development of the site is expected to be completed in

2020-2025	2025-2030	2030-2035
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Character-led Intensification Approach

- E. Transformation

Tesco, Leytonstone and adjacent sites (R19008) - Site Requirements

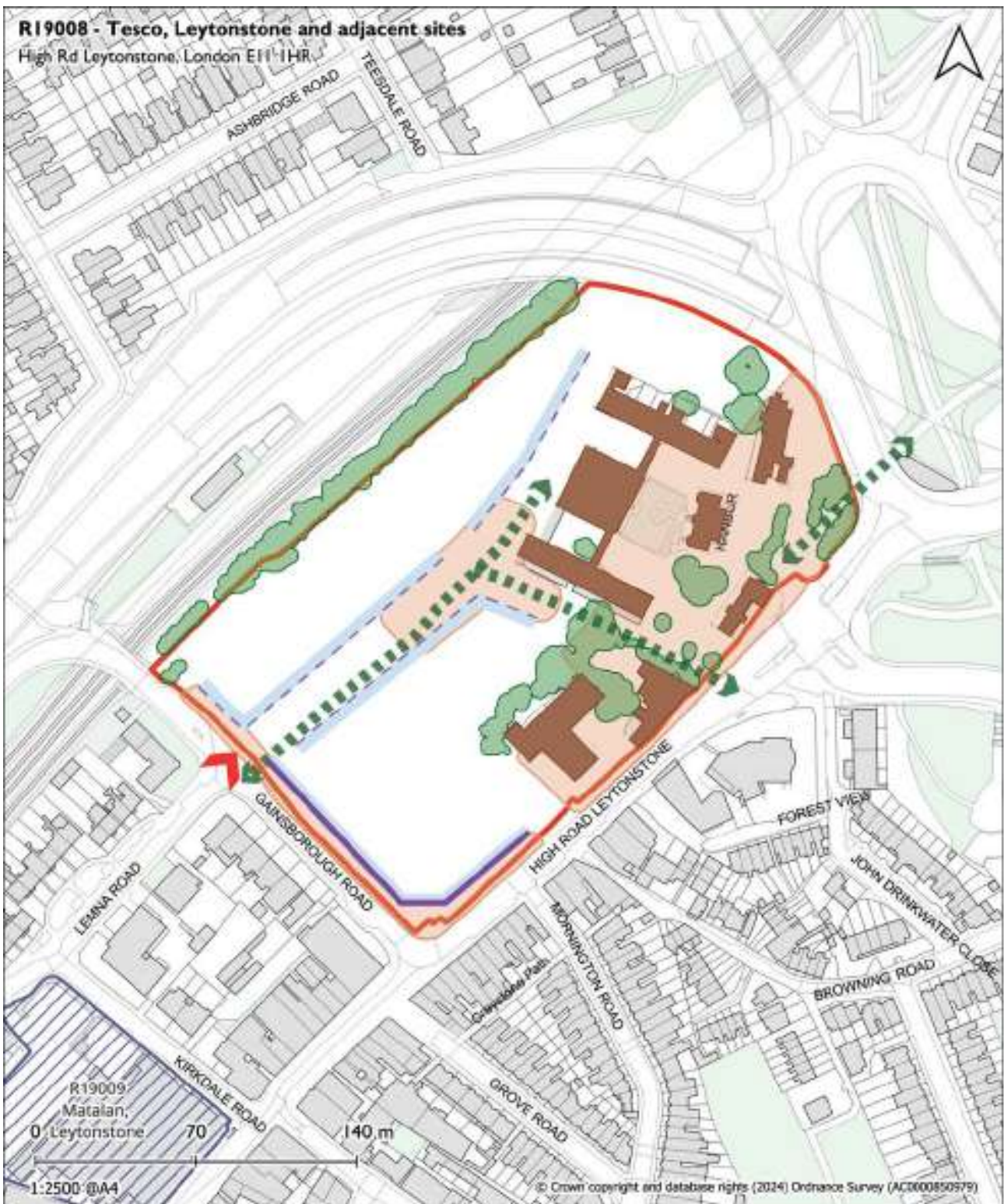
In order to secure planning permission, development proposals will be expected to

- A. Optimise the capacity of the site to deliver approximately 1,100 high quality, accessible, sustainable homes, including affordable housing.
- B. Explore whether Build to Rent homes (meeting the London Plan and Local Plan Part 1 definitions), including affordable housing preferably for London Living Rent, are appropriate for this site or parts of this site. All Build to Rent development in the borough will be expected to explore the potential to offer affordable housing to local key workers.
- C. Provide new town centre uses on site that enhance and complement the Leytonstone District Centre’s existing offer. Uses that are considered particularly suitable for this site include an early years facility, community and/or educational facilities, workspace, cultural uses, retail uses, and food and beverage uses. The quantum of uses should be informed through the detailed design process and an assessment of need should be made at the application stage, including through reference to vacancy rates within the designated centre.

- D. Provide well designed active commercial ground-floor frontage onto High Road Leytonstone, ensuring that this facilitates direct pedestrian access, relates positively to the surrounding context and maximises natural surveillance to ensure community safety for all. The commercial frontage should extend around the junction with Gainsborough Road, which should then transition into active residential frontage further from High Road Leytonstone.
- E. Provide safe, well defined and well managed servicing and delivery access to the site from Gainsborough Road.
- F. Demonstrate that there would be no adverse impact on the amenity of future occupiers from noise, vibrations or light associated with the continued effective operation of the railway. Proposals should consider how effective landscaping can contribute to this, whilst retaining a sufficient easement between the railway and any buildings to enable access for maintenance and servicing.
- G. Preserve or enhance the significance, setting and key views of the designated heritage assets on site, including the Grade II listed Leytonstone House, the locally listed former Bethnal Green School buildings, Welsh Moreia Church, and 883-885 High Road Leytonstone. This should include removing the large expanses of hardstanding carparking and the out-of-town style large retail units, and the introduction of finer grain development more appropriate for the town centre, and which celebrates and enhances the setting of the heritage assets in and around the site.
- H. Create new high quality pedestrian-focused public realm focused around the retained heritage assets, establishing this as a new heritage quarter. This should include provision for seating and should be green, safe and accessible to all.
- I. Enhance existing pedestrian and cycling connectivity along High Road Leytonstone and deliver new pedestrian and cycling connectivity through the site, reintroducing a more traditional street pattern and linking High Road Leytonstone, Lemna Road and the areas of new public realm within the site. Proposals should also contribute improvements to the Green Man interchange, providing safe and accessible enhanced pedestrian and cycling connectivity to the wider area.
- J. Deliver new and enhanced greening and biodiversity throughout and around the site, including through the provision of tree planting, green spaces, and green roofs.
- K. Retain and enhance trees with Tree Protection Orders (TPOs) and significant and/or mature trees, where possible, by incorporating them into the layout and landscape design, and suitably protecting them during construction and operation. This includes root protection as well as crown growth in proximity to buildings over the tree's natural lifespan.
- L. Provide a development design that focuses on ensuring the proposed buildings, landscaping and infrastructure layout maximise on site green spaces and minimise access to Epping Forest SAC.

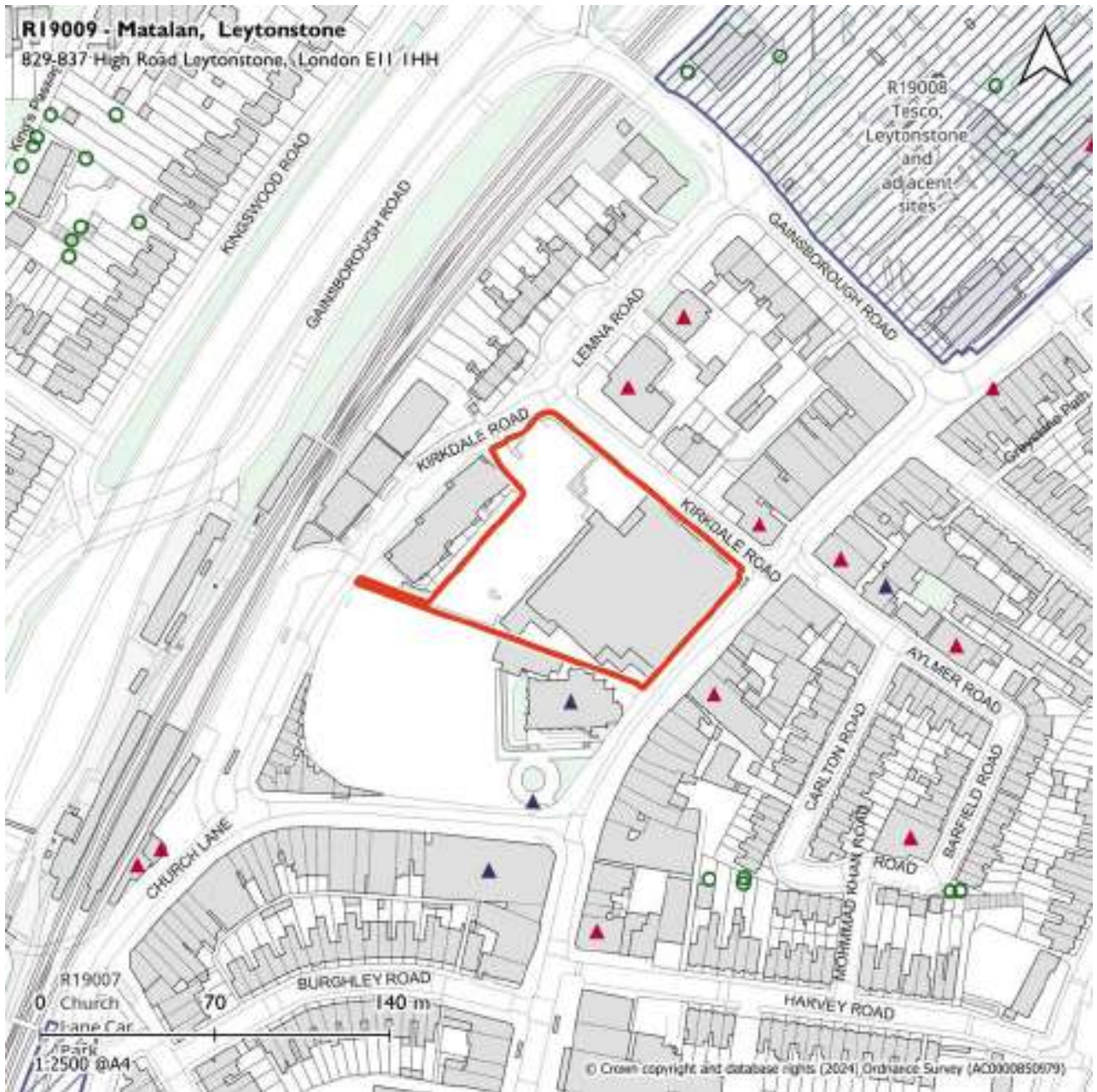
- M. Undertake a project level Habitats Regulations Assessment (HRA) setting out details of the proposed measures that would mitigate for urban effects to ensure no adverse impact on the Epping Forest Special Area of Conservation (SAC). This is required as the site is located within 400m of the Epping Forest SAC.
- N. Implement waste management measures for the site in accordance with the borough's Waste and Recycling Guidance for Developments strategy and the Exemplar Design Supplementary Planning Document (SPD), or any updates to these documents.
- O. Mitigate the impact of any localised poor air quality from the A12 on the site through the appropriate design and siting of the buildings, the correct use of appropriate building materials, and responsive landscaping design and ecological buffers. The redevelopment of this site in accordance with Local Plan Part 1 policies relating to car free development and better management of servicing and deliveries will reduce the number of car-based trips based on the previous car-generating use, contributing to improved air quality locally and across the borough as a whole.
- P. Mitigate existing pluvial flood risk to the north of the site to achieve greenfield run off rates through appropriate design, including Sustainable Drainage Systems (SuDS) where appropriate. Development should also make efforts to reduce pluvial flood risk off site.
- Q. Support the principles set out within the Leytonstone Town Centre Framework (2021), or subsequent updates to this work.

Tesco, Leytonstone and adjacent sites (R19008) - Placemaking Plan



Please read in conjunction with the 'Placemaking Plan Key', which can be found at the end of the document.

Matalan, Leytonstone (R19009)



Please read in conjunction with the 'Site Boundary and Constraints Plan Key', which can be found at the end of the document.

Address:	829-837 High Road Leytonstone, London E11 1HH		
Previous site reference:	SA20	Ward:	Leytonstone
Site Size (Ha):	0.73	Ownership:	Private
Consent Status:	None	Planning Reference(s):	N/A
Planning Designations:	Leytonstone Town Centre Strategic Location; Leytonstone District Centre; Area potentially suitable for tall building(s); PSA; Listed Building (adjacent); Locally Listed Building (adjacent); APA; AQMA; Greenway (adjacent).		

Matalan, Leytonstone (R19009) - Site Allocation

Site Allocation

- A. Reprovide enhanced retail uses and provide new homes, other town centre uses, new and enhanced public realm and accessible, biodiverse green open spaces.

Indicative Capacities

- B. 190 homes
- C. 3,500 sqm non-residential uses

Potential Delivery Timescale

- D. Development of the site is expected to be completed in

2020-2025	2025-2030	2030-2035
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Character-led Intensification Approach

- E. Transition

- A. Optimise the capacity of the site to deliver approximately 190 high quality, accessible, sustainable homes, including affordable housing.
- B. Explore whether Build to Rent homes (meeting the London Plan and Local Plan Part 1 definitions), including affordable housing preferably for London Living Rent, are appropriate for this site or parts of this site. All Build to Rent development in the borough will be expected to explore the potential to offer affordable housing to local key workers.
- C. Reprovide enhanced retail use and provide new town centre uses on site that enhance and complement the Leytonstone District Centre’s existing offer. The quantum of uses should be informed through the detailed design process and an assessment of need should be made at the application stage, including through reference to vacancy rates within the designated centre. Development should take a phased approach to allow for the continuity of trade of any future retail occupiers.
- D. Create new public realm in the area fronting onto St John’s Church to deliver a pedestrian-focused environment which is green, safe and accessible to all. Provision should include spaces to sit and new landscaping, and should contribute to the creation of a heritage quarter given the cluster of heritage assets adjacent to this site.
- E. Provide well designed active commercial ground-floor frontage onto High Road Leytonstone, ensuring that this relates positively to the surrounding context and maximises natural surveillance to ensure community safety for all. Proposals should enhance the public realm in this location through the introduction of green amenity.

- F. Respond positively to the design, style and rhythm of the existing streetscape, referencing the datum height of the bank on the opposite side of Kirkdale Road.
- G. Avoid harmful impacts on the sensitive edges associated with the residential uses that bound the site.
- H. Enhance existing pedestrian and cycling connectivity through the site, linking High Road Leytonstone to Kirkdale Road and Lemna Road and Leytonstone Station, and explore options to create a pedestrian entrance to the church yard as part of integrated and well designed public realm enhancements.
- I. Provide safe, well defined and well managed servicing and delivery access to the site from Kirkdale Road.
- J. Preserve or enhance the significance, setting and key views of the nearby designated heritage assets, including the Grade II listed Church of St John the Baptist, the Grade II listed buildings at 694A, 696A and 698A High Road Leytonstone.
- K. Deliver new and enhanced greening and biodiversity throughout and around the site, including through the provision of tree planting, green spaces, and green roofs.
- L. Retain and enhance significant and/or mature trees by incorporating them into the layout and landscape design, including setting back the building line from the row of trees to the southern and northern parts of the site. Proposals should suitably protect trees during construction and operation, including root protection as well as crown growth in proximity to buildings over the tree's natural lifespan.
- M. Mitigate existing pluvial flood risk to the centre of the site to achieve greenfield run off rates through appropriate design, including Sustainable Drainage Systems (SuDS) where appropriate. Development should also make efforts to reduce pluvial flood risk off site.
- N. Support the principles set out within the Leytonstone Town Centre Framework (2021), or subsequent updates to this work.

Matalan, Leytonstone (R19009) - Placemaking Plan



Please read in conjunction with the 'Placemaking Plan Key', which can be found at the end of the document.

Whipps Cross

Whipps Cross Strategic Location - Infrastructure Requirements

12.1 To ensure that growth is inclusive and sustainable, development must contribute to the delivery of key infrastructure in accordance with policy 96. This includes borough-wide infrastructure, such as affordable housing and workspace, tree planting and biodiversity, flood mitigation measures including Sustainable Drainage Systems (SuDS), and investment in educational facilities, cultural initiatives, and heritage assets. This list sets out the specific requirements identified to be delivered in Whipps Cross Strategic Location based on a snapshot of the Infrastructure Delivery Plan (IDP) at the time of drafting. It is very likely that much of it will serve communities outside the Strategic Location too, and it may therefore be necessary for development outside the Strategic Location to make appropriate contributions to its delivery.

12.2 Development proposals within the Whipps Cross Strategic Location will be expected to deliver or contribute towards the delivery of the following infrastructure items:

<p>1. Flood Mitigation</p>	<p>i. Layout and configuration of development at Whipps Cross development that protects an area along the south-west boundary along Peterborough Road in order to accommodate flood storage and mitigation.</p> <p>ii. Design of flood storage and mitigation measures to ensure maximum benefit for biodiversity and access for recreation for health and wellbeing.</p> <p>iii. Implementation of Fillebrook Flood Alleviation Scheme that provides flood mitigation at Leyton Sixth Form College and within the new Fillebrook Park at the Whipps Cross site.</p> <p>iv. New sustainable urban drainage to serve the critical drainage area.</p>
<p>2. Green and Blue Infrastructure</p>	<p>i. A new green accessible park at the heart of the Whipps Cross site.</p> <p>ii. Protected and enhanced woodland areas on site and within woodland to the east to provide alternative open space provision for users of Epping Forest.</p>
<p>3. Health</p>	<p>i. Provision of a modern, high quality and state of the art new hospital.</p>
<p>4. Suitable Alternative Natural Greenspaces (SANGs)</p>	<p>i. The SANGs sites identified as potentially providing visitor uplift capacity for new homes in the Whipps Cross Strategic Location include:</p> <ul style="list-style-type: none"> ● St Mary's Church Yard ● Roding Valley Link ● St John the Baptist Churchyard ● Leyton Cricket Ground and Brewster Road Park

<p>5. Transport</p>	<ul style="list-style-type: none"> i. New pedestrian and cycle access to Whipps Cross Hospital directly from Lea Bridge Road, Wood Street District Centre and Leytonstone Town Centre. ii. TfL contributions for new/improved frequency of bus routes. iii. Improved walking and cycling infrastructure on the south side of Whipps Cross Road. iv. Improved road safety and provision of crossings at the northern and eastern boundary along Whipps Cross Road and James Lane to facilitate access to surrounding open space or woodland. v. Improved walking and cycling infrastructure including wayfinding to ensure good connectivity and legibility for all users to local amenities. vi. Development of marked cycleway to accessible footbridge at A12 to promote sustainable travel to Leytonstone Station via Colworth Road.
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Whipps Cross University Hospital (R19058)



Please read in conjunction with the 'Site Boundary and Constraints Plan Key', which can be found at the end of the document.

Address:	Whipps Cross University Hospital, Whipps Cross Road, Leytonstone, London E11 1NR		
Previous site reference:	SA16	Ward:	Forest
Site Size (Ha):	17.80	Ownership:	Public
Consent Status:	Consented	Planning Reference(s):	211244 / 211245

Planning Designations: Whipps Cross Strategic Location; Area potentially suitable for tall building(s)*; Conservation Area (adjacent); Locally Listed Building; APA; TPO; EFSAC (adjacent); EFSAC (400m); SSSI (adjacent); SINC; AQMA; CDA; MGB (adjacent); Playing Fields (adjacent); Green Corridor (adjacent); Greenway (adjacent).

Footnote to Planning Designations - *This site has been identified as a location where a building/buildings of 18 storeys or more may be acceptable, with a building of 18 storeys tested and approved as part of a consented (outline) application (reference: 211245).

Whipps Cross University Hospital (R19058) - Site Allocation

Site Allocation

A. Reprovide, improve and modernise the hospital and social care facilities and provide new homes, community facilities, cultural uses and appropriate commercial uses, new and enhanced public realm and accessible, biodiverse green open spaces.

Indicative Capacities

- B. 1,500 homes
- C. New state of the art, modern hospital
- D. 3,875 sqm other non-residential uses

Potential Delivery Timescale

E. Development of the site is expected to be completed in

2020-2025	2025-2030	2030-2035
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Character-led Intensification Approach

F. Transformation

Whipps Cross University Hospital (R19058) - Site Requirements

- A. Deliver a state of the art, modern hospital on site, ensuring that the existing hospital is fully operational until the new hospital is built.
- B. Optimise the capacity of the site to deliver approximately 1,500 high quality, accessible, sustainable homes, including affordable housing. The provision of key worker accommodation should be prioritised.
- C. Explore whether Build to Rent homes (meeting the London Plan and Local Plan Part 1 definitions), including affordable housing preferably for London Living Rent, are appropriate for this site or parts of this site. All Build to Rent development in the borough will be expected to explore the potential to offer affordable housing to local key workers.

- D. Provide new commercial uses of a size and scale that would support the new and local residential population, and which would complement rather than compete with the offering in nearby centres. Uses that are considered particularly suitable for this site include convenience retail, food and beverage uses, workspace, community facilities, and facilities for sport and leisure. The quantum of uses should be informed through the detailed design process and an assessment of need should be made at the application stage.
- E. Provide well designed active ground-floor frontages onto pedestrian-focused routes, maximising natural surveillance and ensure community safety for all.
- F. Create new high quality pedestrian-focused public realm throughout the site which is green, safe and accessible to all.
- G. Deliver new and enhanced greening and biodiversity throughout and around the site, including through the provision of tree planting, green spaces, and green roofs. A new park should be created around the locally listed Whipps Cross Hospital main building, which should enhance its setting and will contribute to the Borough-wide network of Suitable Alternative Natural Greenspaces (SANGs). The provision of the SANG must be included within any future proposals.
- H. Deliver new pedestrian and cycle connectivity through the site, increasing the permeability of the area. This should be supported by a wayfinding strategy to ensure good connectivity/legibility for all users to local amenities and sustainable travel opportunities, including Wood Street Station and the Enjoy Waltham Forest network at High Street Leyton.
- I. Provide for capacity enhancements to the bus network. The bus operations should be supported by agreements covering the interim arrangements during development, the bringing into use of the new infrastructure, and the subsequent business as usual operation.
- J. Provide safe, well defined and well managed servicing and delivery access to the site from James Lane and Whipps Cross Road. Careful consideration should be given to access to the hospital.
- K. Preserve and enhance the significance, setting and key views the Leytonstone Conservation Area to the south east, as well as other surrounding heritage assets, including the Grade II listed Church of St Andrew, and the Snaresbrook Crown Court complex in the London Borough of Redbridge. In particular, development will be expected to retain and enhance the locally listed Edwardian Whipps Cross Hospital buildings, including the chapel and the central administrative block with pitched roof towers, as well as the ends of the ward blocks with ogee roofs. Development should elevate their significance and setting through the creation of a new public space.
- L. Retain and enhance trees with Tree Protection Orders (TPOs) and significant and/or mature trees, where possible, by incorporating them into the layout and landscape design, and suitably protecting them during construction and operation. This includes root protection as well as crown growth in proximity to buildings over the tree's natural lifespan.

- M. Implement the bespoke Strategic Access Management Measures (SAMMs) package to protect Epping Forest. If the existing consent is not delivered, new applications should undertake a project level Habitats Regulations Assessment (HRA) setting out details of the proposed measures that would mitigate for urban effects to ensure no adverse impact on the Epping Forest Special Area of Conservation (SAC).
- N. Implement waste management measures for the site in accordance with the borough's Waste and Recycling Guidance for Developments strategy and the Exemplar Design Supplementary Planning Document (SPD), or any updates to these documents.
- O. Mitigate existing pluvial flood risk to the west of the site to achieve greenfield run off rates through appropriate design, including Sustainable Drainage Systems (SuDS) where appropriate. It must be ensured the layout/configuration of development protects an area along the south/west boundary along Peterborough Road to accommodate flood storage/mitigation. Development should also make efforts to reduce pluvial flood risk off site.
- P. Develop a comprehensive, site wide masterplan and design code for the site to ensure that the delivery is cohesively planned.

SUPPORTING TEXT

12.3 Development on this site is anticipated to continue beyond the Local Plan period, which runs until 2035. As development of this site is likely to be phased, some new homes are anticipated to be completed outside of the Local Plan period. These are not included within the evidence of housing supply to meet identified needs prepared in support of this Plan.

Whipps Cross University Hospital (R19058) - Placemaking Plan



Please read in conjunction with the 'Placemaking Plan Key', which can be found at the end of the document.

Territorial Army Centre (R19006)



Please read in conjunction with the 'Site Boundary and Constraints Plan Key', which can be found at the end of the document.

Address:	900 Lea Bridge Road, London E17 9DW		
Previous site reference:	SA15	Ward:	Forest
Site Size (Ha):	0.88	Ownership:	Private
Consent Status:	None	Planning Reference(s):	N/A
Planning Designations:	Whipps Cross Strategic Location; Listed Building; Locally Listed Building; APA; EFSAC (400m); SINC (adjacent); AQMA; CDA; LNR (adjacent).		

Territorial Army Centre (R19006) - Site Allocation

Site Allocation

- A. Reprovide an early years facility and the community / education and training facilities and provide new homes, new and enhanced public realm and accessible, biodiverse green open spaces.

Indicative Capacities

- B. 130 homes
- C. 4,000 sqm of community, education and training facilities

Potential Delivery Timescale

- D. Development of the site is expected to be completed in

2020-2025	2025-2030	2030-2035
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Character-led Intensification Approach

- E. Transition

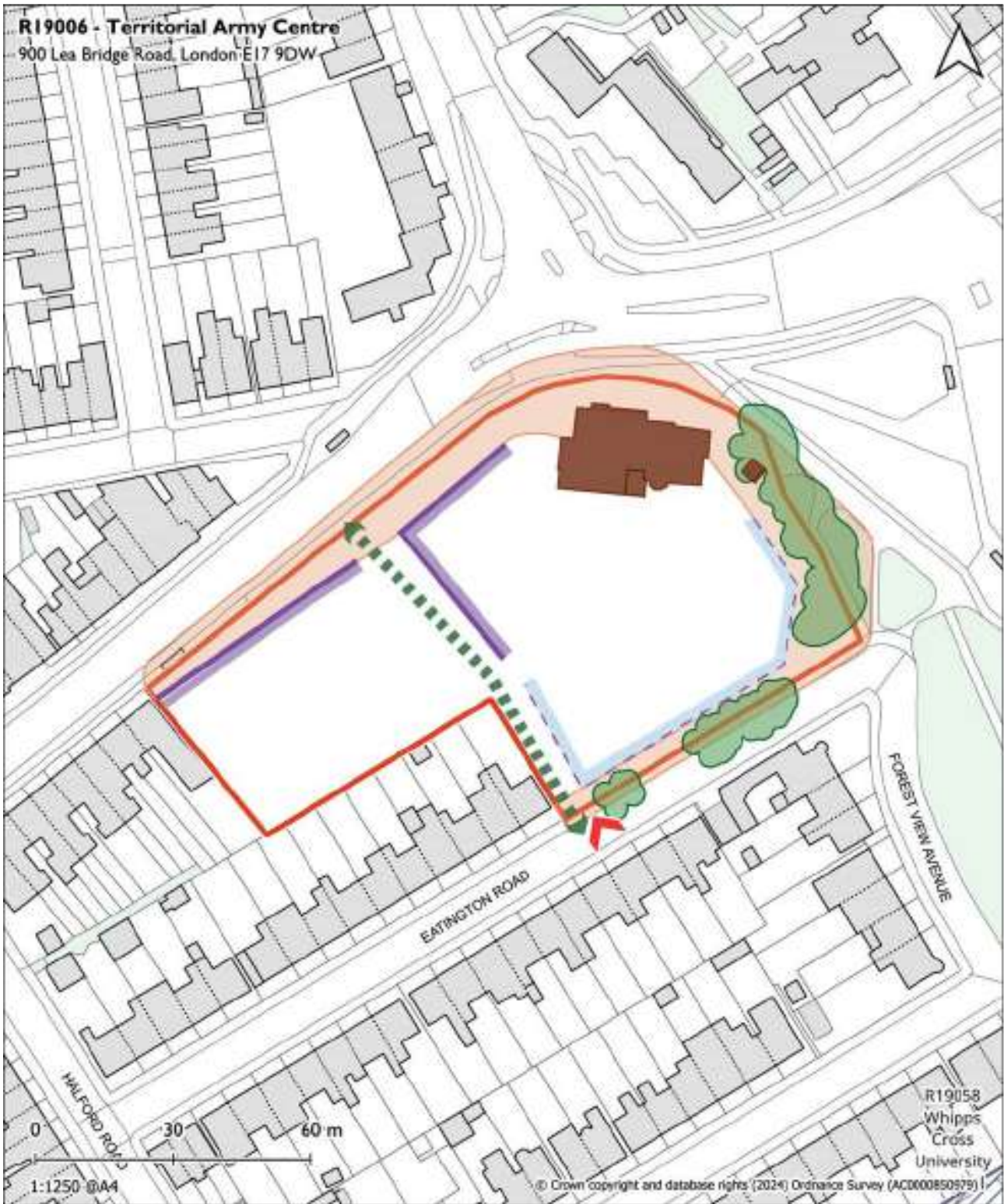
Territorial Army Centre (R19006) - Site Requirements

In order to secure planning permission, development proposals will be expected to

- A. Optimise the capacity of the site to deliver approximately 130 high quality, accessible, sustainable homes, including affordable housing.
- B. Reprovide the early years facility and community / educational and training facilities on site within the locally listed Forest Lodge, delivering facilities of an improved quality to contribute to meeting local community infrastructure needs.
- C. Provide well designed active commercial ground-floor frontage onto Lea Bridge Road and active residential frontage onto Eastington Road, ensuring that this relates positively to the surrounding context and maximises natural surveillance to ensure community safety for all.
- D. Avoid harmful impacts on the sensitive edges associated with the residential uses that bound the site.
- E. Enhance the existing public realm on Lea Bridge Road and in the area around the Territorial Army War Memorial to the east of the site to deliver a pedestrian-focused environment which is green, safe and accessible to all. Proposals should be designed to celebrate the memorial, and should incorporate places to sit and rest.

- F. Deliver new pedestrian and cycling connectivity through the site, linking Lea Bridge Road and Eatington Road, and ensure that the segregated cycle lane on Lea Bridge Road is maintained and kept safe and accessible to all throughout construction.
- G. Provide safe, well defined and well managed servicing and delivery access from Eatington Road to the south of the site.
- H. Preserve or enhance the significance, setting and key views of the Grade II Listed Territorial Army War Memorial and the locally listed Forest Lodge located on the site. In particular, development should seek to elevate the prominence of the Territorial Army War Memorial by improving the public realm surrounding it.
- I. Retain and enhance significant and/or mature trees by incorporating them into the layout and landscape design, and suitably protecting them during construction and operation. This includes root protection as well as crown growth in proximity to buildings over the tree's natural lifespan.
- J. Deliver new and enhanced greening and biodiversity throughout and around the site, including through the provision of tree planting, green spaces, and green roofs. The siting of new green amenity should support and complement the community uses.
- K. Provide a development design that focuses on ensuring the proposed buildings, landscaping and infrastructure layout maximise on site green spaces and minimise access to Epping Forest SAC.
- L. Undertake a project level Habitats Regulations Assessment (HRA) setting out details of the proposed measures that would mitigate for urban effects to ensure no adverse impact on the Epping Forest Special Area of Conservation (SAC). This is required as the site is located within 400m of the Epping Forest SAC.
- M. Implement waste management measures for the site in accordance with the borough's Waste and Recycling Guidance for Developments strategy and the Exemplar Design Supplementary Planning Document (SPD), or any updates to these documents.

Territorial Army Centre (R19006) - Placemaking Plan



Please read in conjunction with the 'Placemaking Plan Key', which can be found at the end of the document.

Bakers Arms

Bakers Arms Strategic Location - Infrastructure Requirements

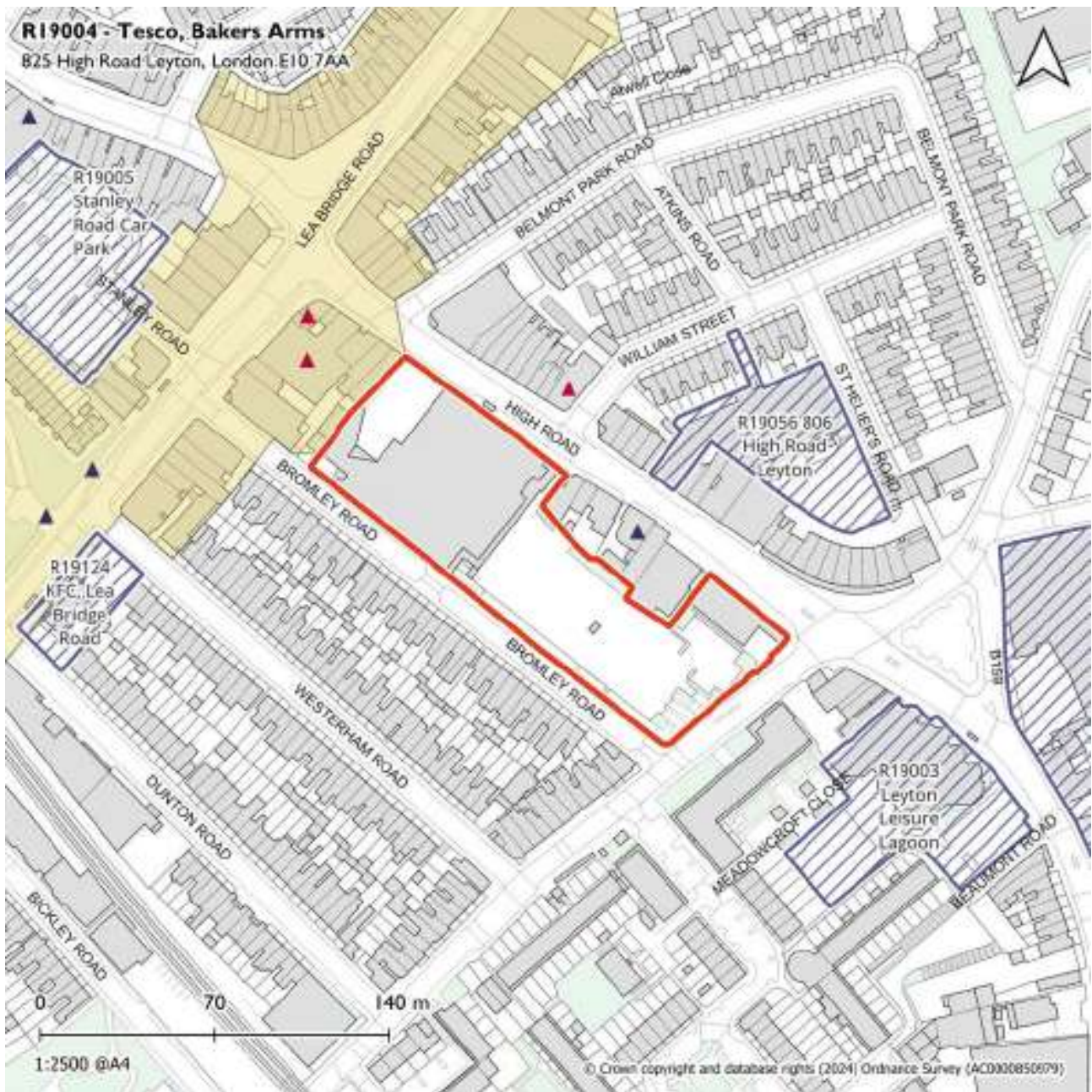
13.1 To ensure that growth is inclusive and sustainable, development must contribute to the delivery of key infrastructure in accordance with policy 96. This includes borough-wide infrastructure, such as affordable housing and workspace, tree planting and biodiversity, flood mitigation measures including Sustainable Drainage Systems (SuDS), and investment in educational facilities, cultural initiatives, and heritage assets. This list sets out the specific requirements identified to be delivered in Bakers Arms Strategic Location based on a snapshot of the Infrastructure Delivery Plan (IDP) at the time of drafting. It is very likely that much of it will serve communities outside the Strategic Location too, and it may therefore be necessary for development outside the Strategic Location to make appropriate contributions to its delivery.

13.2 Development proposals within the Bakers Arms Strategic Location will be expected to deliver or contribute towards the delivery of the following infrastructure items:

<p>1. Employment and Social and Community Infrastructure</p>	<ul style="list-style-type: none"> i. Re-provision and enhancement of existing Leyton Leisure Centre to better serve the local community. ii. Remodelling of the existing multi-use games area (MUGA) in Abbots Park to increase capacity by converting it into two pitches, a football pitch and a basketball tarmac. iii. Introduction of sculptural elements and informal play in Abbots Park.
<p>2. Flood Mitigation</p>	<ul style="list-style-type: none"> i. Completion of a Critical Drainage Area (CDA) Flood Study for Waltham Forest South (Leytonstone Corridor) to identify potential opportunity sites where surface flooding can be mitigated.
<p>3. Green and Blue Infrastructure</p>	<ul style="list-style-type: none"> i. Enhanced safe, green walking and cycling routes, and connectivity to local open spaces through the provision of signage and streetscape improvements. ii. Improvements to Thomas Gamuel Park and existing play area.
<p>4. Health</p>	<ul style="list-style-type: none"> i. Refurbishment and expansion of the existing facility at Leyton Green Health Centre.
<p>5. Public Realm</p>	<ul style="list-style-type: none"> i. Comprehensive improvements to public spaces across the Strategic Location including Leyton Green. ii. Installation of parklets and planters to address fly-tipping under railway bridges. iii. Activation of railway arches for community and commercial use.
<p>6. Suitable Alternative Natural Greenspaces (SANGs)</p>	<ul style="list-style-type: none"> i. The SANGs sites identified as potentially providing visitor uplift capacity for new homes in the Bakers Arms Strategic Location include:

	<ul style="list-style-type: none"> ● Banbury Reservoir ● St Mary's Church Yard ● Walthamstow Town Square and Gardens ● Queens Road Cemetery ● Thomas Gamuel Park ● Leyton Cricket Ground ● Brewster Road Park ● Low Hall Farm
<p>7. Transport</p>	<ul style="list-style-type: none"> i. Step free access and public realm improvements at Leyton Midland Road station. ii. Walking and cycling infrastructure to improve accessibility, connectivity, permeability and legibility to and from Bakers Arms to Whipps Cross Hospital and Leytonstone. iii. Improved bus reliability and journey times.

Tesco, Bakers Arms (R19004)



Please read in conjunction with the 'Site Boundary and Constraints Plan Key', which can be found at the end of the document.

Address:	825 High Road Leyton, London E10 7AA		
Previous site reference:	SA11	Ward:	Lea Bridge
Site Size (Ha):	1.01	Ownership:	Private
Consent Status:	None	Planning Reference(s):	N/A
Planning Designations:	Bakers Arms Strategic Location; Bakers Arms District Centre; Area potentially suitable for tall building(s); PSA; Listed Building (adjacent); Conservation Area; Locally Listed Building (adjacent); APA; AQFA; AQMA.		

Tesco, Bakers Arms (R19004) - Site Allocation

Site Allocation

- A. Reprovide, improve and modernise the leisure centre facility and the supermarket retail use, and provide new homes, other town centre uses, new and enhanced public realm and accessible, biodiverse green open spaces.

Indicative Capacities

- B. 205 homes
- C. 5,300 sqm non-residential uses

Potential Delivery Timescale

- D. Development of the site is expected to be completed in

2020-2025	2025-2030	2030-2035
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Character-led Intensification Approach

- E. Transition

Tesco, Bakers Arms (R19004) - Site Requirements

In order to secure planning permission, development proposals will be expected to

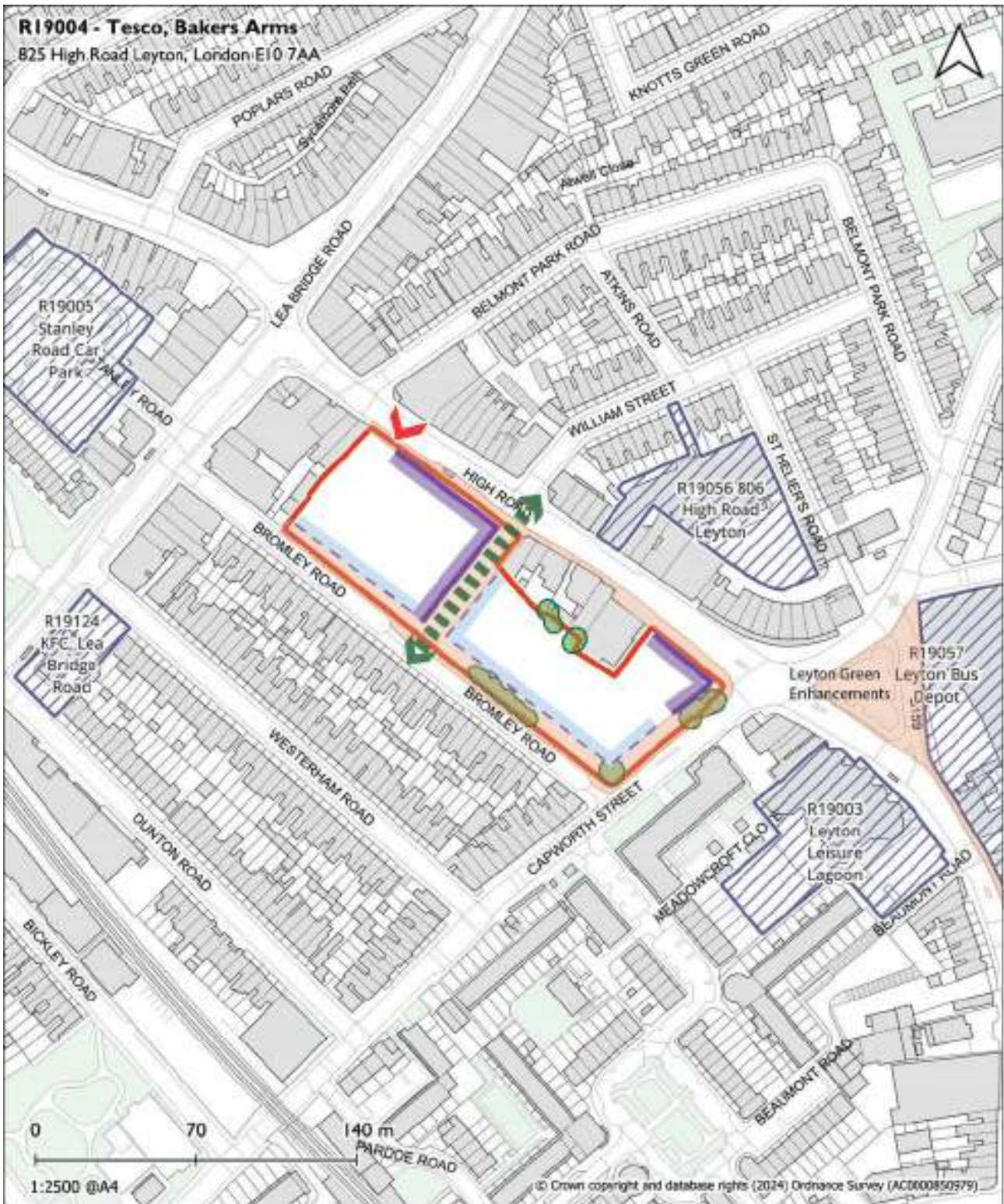
- A. Optimise the capacity of the site to deliver approximately 205 high quality, accessible, sustainable homes, including affordable housing. This site allocation, or parts of this site allocation, may be suitable for the provision of high quality, sustainable, accessible purpose-built student accommodation, including affordable student accommodation, subject to compliance with all relevant planning policy tests and an overall indicative cap for the Bakers Arms Strategic Location of 490 students across all purpose-built student rooms. Purpose-Built Student Accommodation in the borough is expected to have a nomination agreement for occupation by students of one or more higher education provider(s), with the priority being provision for the University of Portsmouth.
- B. Explore whether Build to Rent homes (meeting the London Plan and Local Plan Part 1 definitions), including affordable housing preferably for London Living Rent, are appropriate for this site or parts of this site. All Build to Rent development in the borough will be expected to explore the potential to offer affordable housing to local key workers.
- C. Reprovide a supermarket on site, the format and size of which should be informed by the requirements of the owner or leaseholder at the time an application is submitted, subject to an assessment of local convenience retail needs and balanced against all other planning considerations, including the vision for the site and wider location. Development should take a phased approach to allow for the continuity of trade.

- D. Reprovide the sports and leisure use to deliver facilities of an improved quality to contribute to meeting local sport, leisure and recreation needs. Proposals should consider whether there are opportunities to support the co-location of nearby service provision, particularly with the neighbouring Leyton Leisure Lagoon site (R19003).
- E. Provide new town centre uses on site that enhance and complement the Bakers Arms centre's existing offer. Uses that are considered particularly suitable for this site include retail, food and beverage, professional services, workspace and community/cultural uses. The quantum of uses should be informed through the detailed design process and an assessment of need should be made at the application stage, including through reference to vacancy rates within the designated centre.
- F. Provide well designed active commercial ground-floor frontage extending along the High Road from Bakers Arms Junction, and active residential frontage onto Bromley Road, ensuring that this relates positively to the surrounding context and maximises natural surveillance to ensure community safety for all.
- G. Provide safe, well defined and well managed servicing and delivery access to the west of the site from Bromley Road.
- H. Deliver new pedestrian and cycle connectivity through the site, linking High Road Leyton and William Street with Bromley Road, and enhance connectivity along High Road Leyton, ensuring that the on-road cycle lane is maintained and kept safe and accessible to all throughout construction.
- I. Enhance the existing public realm along High Road Leyton, Bromley Road and Capworth Street to deliver a pedestrian-focused environment which is green, safe and accessible to all. The improvements should create a more generous footway, with the building line sufficiently set back to accommodate the high footfall and ingress/egress. An area of new high quality public realm should be provided at the centre of the site on the new access route, which should include play space and new green amenity.
- J. Deliver new and enhanced greening and biodiversity throughout and around the site, including through the provision of tree planting, green spaces, and green roofs. Proposals should contribute to and coordinate with neighbouring sites to ensure the cohesive enhancement of Leyton Green as a new and inclusive green space.
- K. Preserve or enhance the significance, setting and key views of the Bakers Arms Conservation Area and the nearby designated heritage assets, including the Grade II listed building at 807 High Road Leyton and the Grade II listed Bakers Almshouses. In particular, development should seek to enhance the setting of 807 High Road Leyton by giving careful consideration to how development of the existing Tesco car park may appear behind the listed building in views from the High Road.
- L. Mitigate the impact of any localised poor air quality from High Road Leyton on the site through the appropriate design and siting of the buildings, the correct use of appropriate building materials, and responsive landscaping design and ecological buffers. The redevelopment of this site in accordance with Local Plan Part 1 policies relating to car

free development and better management of servicing and deliveries will reduce the number of car-based trips based on the previous car-generating use, contributing to improved air quality locally and across the borough as a whole.

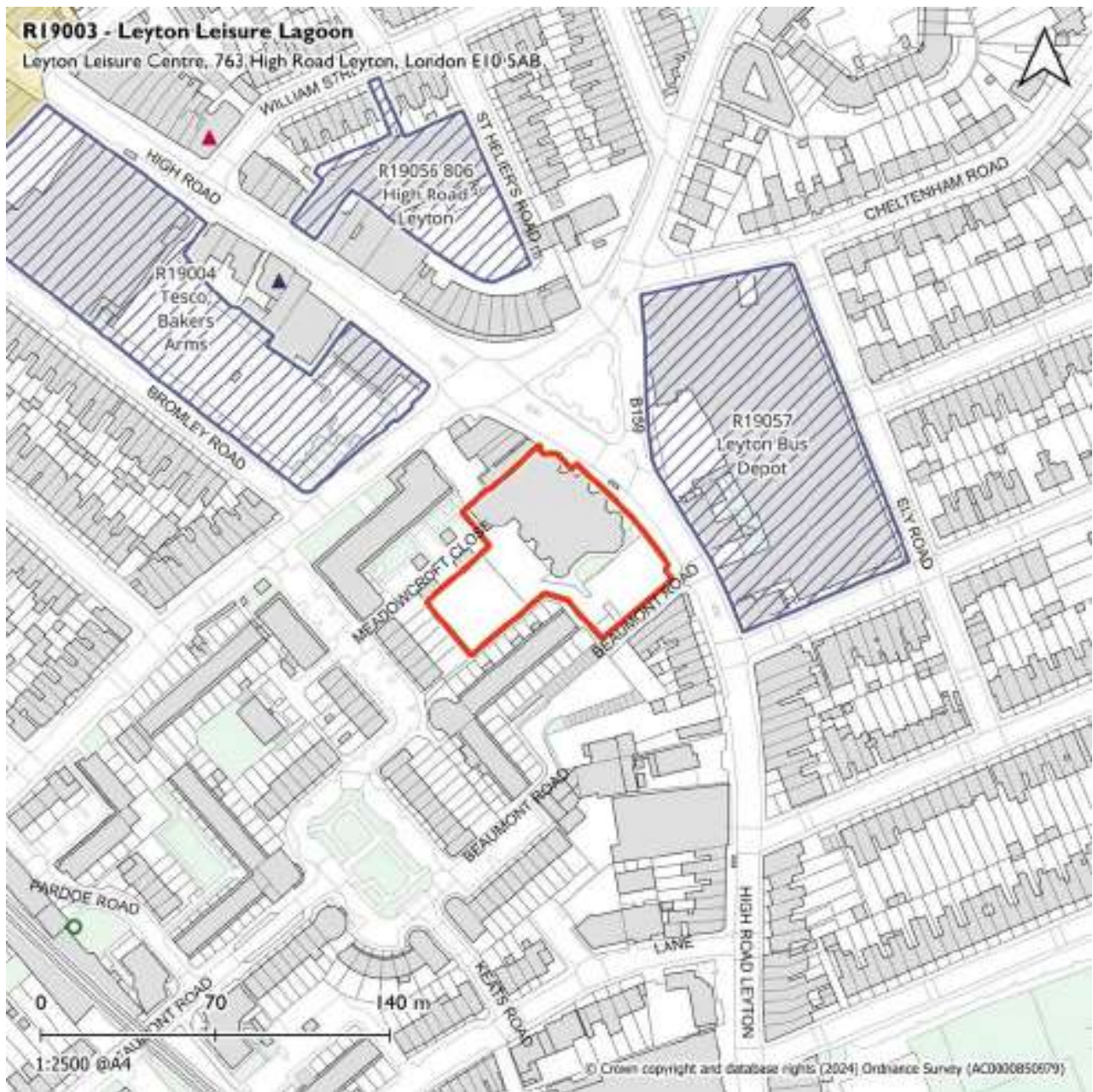
- M. Mitigate existing pluvial flood risk to the north west of the site to achieve greenfield run off rates through appropriate design, including Sustainable Drainage Systems (SuDS) where appropriate. Development should also make efforts to reduce pluvial flood risk off site.

Tesco, Bakers Arms (R19004) - Placemaking Plan



Please read in conjunction with the 'Placemaking Plan Key', which can be found at the end of the document.

Leyton Leisure Lagoon (R19003)



Please read in conjunction with the 'Site Boundary and Constraints Plan Key', which can be found at the end of the document.

Address:	Leyton Leisure Centre, 763 High Road Leyton, London E10 5AB		
Previous site reference:	SA10	Ward:	Leyton
Site Size (Ha):	0.44	Ownership:	Public
Consent Status:	None	Planning Reference(s):	N/A
Planning Designations:	Bakers Arms Strategic Location; Bakers Arms District Centre; Area potentially suitable for tall building(s); APA; AQFA; AQMA.		

Leyton Leisure Lagoon (R19003) - Site Allocation

Site Allocation

- A. Reprovide, improve and modernise the leisure centre and provide new homes, other town centre uses, new and enhanced public realm and accessible, biodiverse green open spaces.

Indicative Capacities

- B. 90 homes
- C. 4,140 sqm sports and leisure uses

Potential Delivery Timescale

- D. Development of the site is expected to be completed in

2020-2025	2025-2030	2030-2035
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Character-led Intensification Approach

- E. Transition

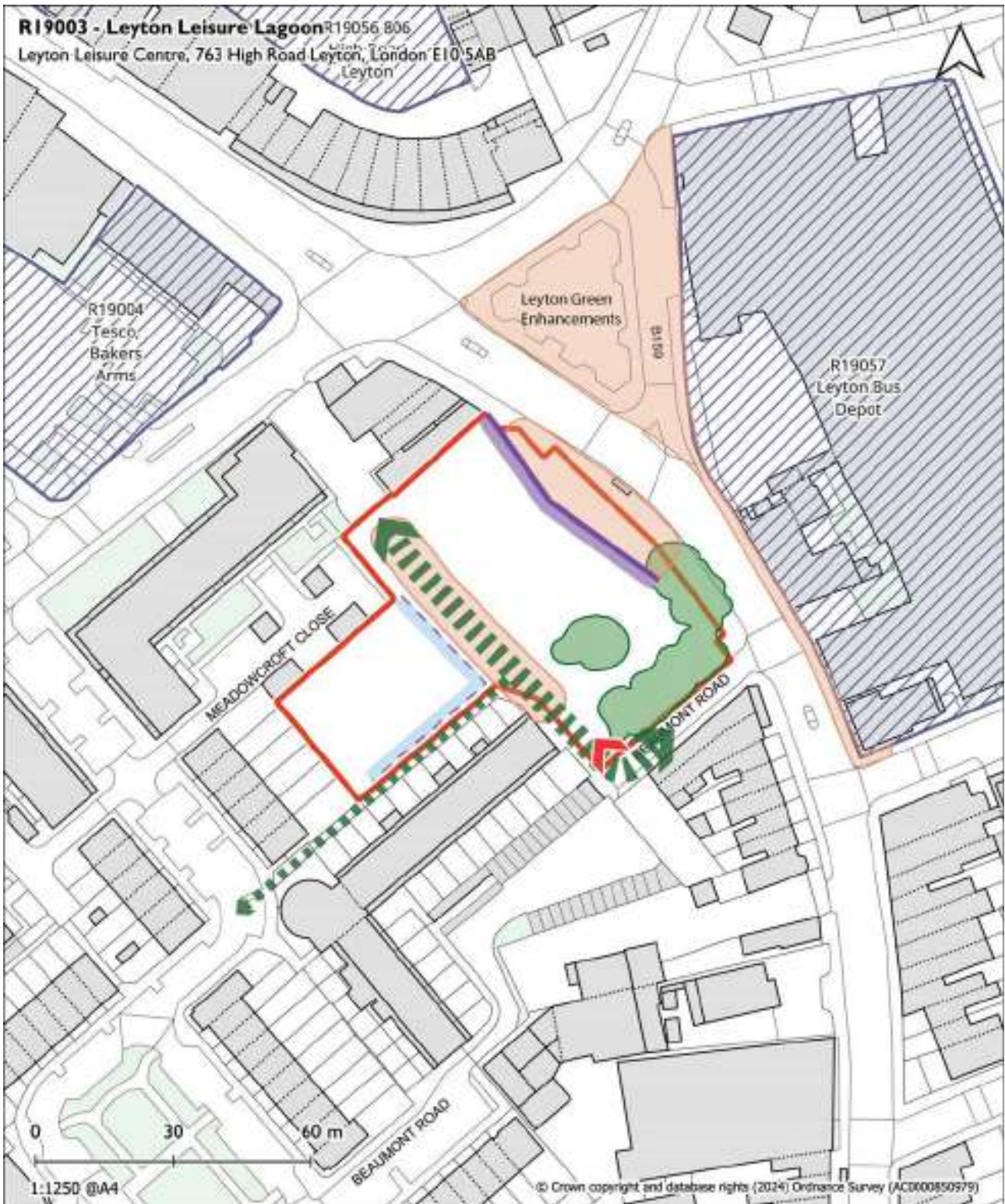
Leyton Leisure Lagoon (R19003) - Site Requirements

In order to secure planning permission, development proposals will be expected to

- A. Optimise the capacity of the site to deliver approximately 90 high quality, accessible, sustainable homes, including affordable housing. This site allocation, or parts of this site allocation, may be suitable for the provision of high quality, sustainable, accessible Purpose-Built Student Accommodation, including affordable student accommodation, subject to compliance with all relevant planning policy tests and an overall indicative cap for the Bakers Arms Strategic Location of 490 purpose-built student rooms. Purpose-Built Student Accommodation in the borough is expected to have a nomination agreement for occupation by students of one or more higher education provider(s), with the priority being provision for the University of Portsmouth.
- B. Explore whether Build to Rent homes (meeting the London Plan and Local Plan Part 1 definitions), including affordable housing preferably for London Living Rent, are appropriate for this site or parts of this site. All Build to Rent development in the borough will be expected to explore the potential to offer affordable housing to local key workers.
- C. Reprovide the sports and leisure use to deliver facilities of an improved quality to contribute to meeting local sport, leisure and recreation needs. Proposals should consider whether there are opportunities to support the co-location of nearby service provision, particularly with provision on the adjacent Tesco, Bakers Arms site (R19004).

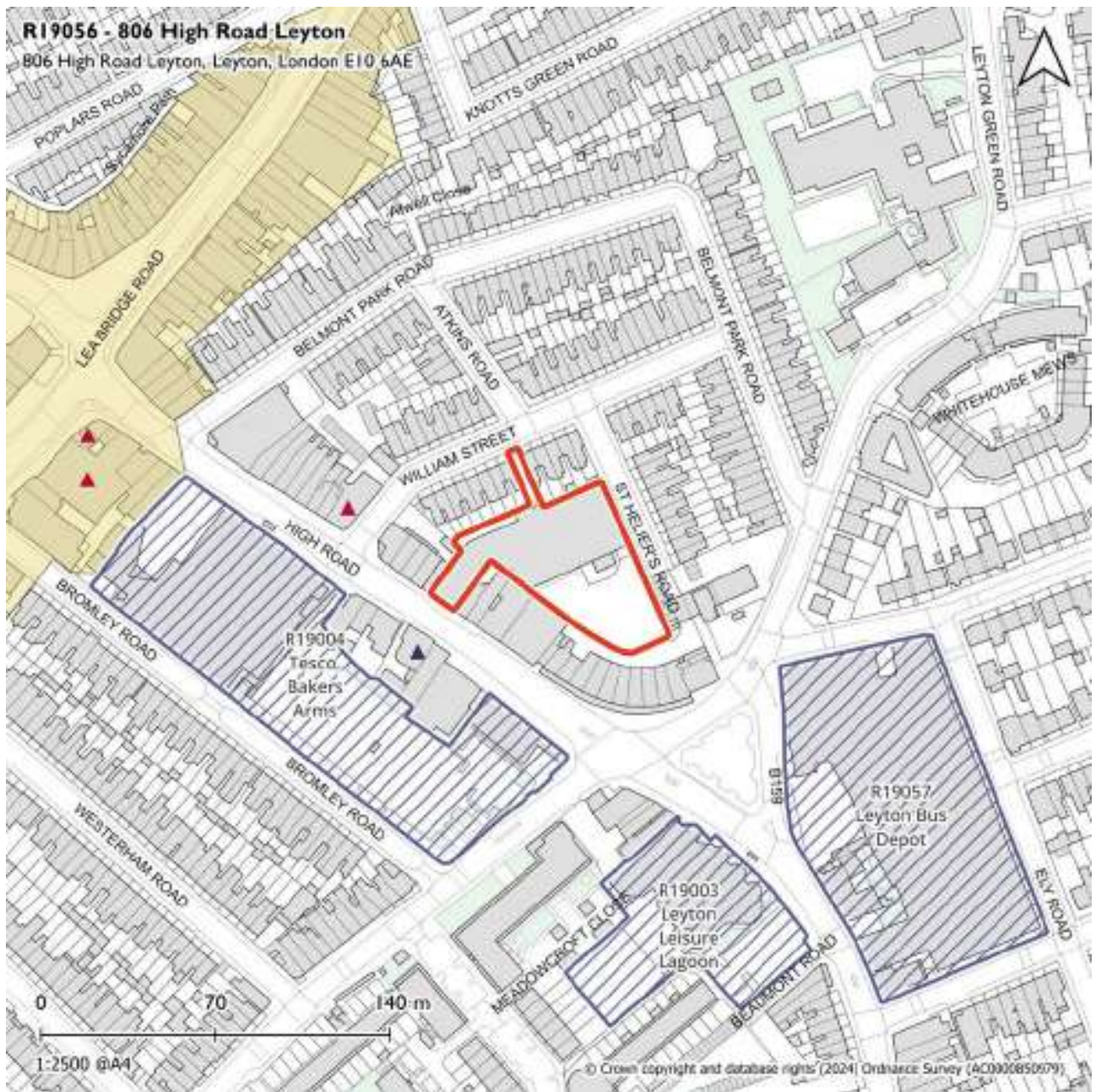
- D. Provide town centre uses on site that enhance and complement Bakers Arms District Centre's existing offer. Uses that are considered particularly suitable for this site include retail, food and beverage, and cultural uses. The quantum of uses should be informed through the detailed design process and an assessment of need should be made at the application stage, including through reference to vacancy rates within the designated centre.
- E. Provide well designed active commercial ground-floor frontage onto High Road Leyton, ensuring that it relates positively to the surrounding context and maximises natural surveillance to ensure community safety for all.
- F. Enhance the existing public realm on High Road Leyton to deliver a pedestrian-focused environment which is green, safe and accessible to all. The building line should be sufficiently set back to accommodate the high footfall and ingress/egress.
- G. Enhance existing pedestrian and cycling connectivity along High Road Leyton, ensuring that the on-road cycle lane is maintained and kept safe and accessible to all throughout construction.
- H. Deliver new pedestrian and cycling connectivity through the site, in particular the south east to north west connection from Beaumont Road.
- I. Provide safe, well defined and well managed servicing and delivery access to the site from Beaumont Road.
- J. Deliver new and enhanced greening and biodiversity throughout and around the site, including new trees along the north-eastern boundary of the site, green spaces, and green roofs. Proposals should contribute to and coordinate with neighbouring sites to ensure the cohesive enhancement of Leyton Green as a new and inclusive green space.
- K. Retain and enhance significant and/or mature trees by incorporating them into the layout and landscape design, and suitably protecting them during construction and operation. This includes root protection as well as crown growth in proximity to buildings over the tree's natural lifespan.
- L. Mitigate the impact of any localised poor air quality from High Road Leyton on the site through the appropriate design and siting of the buildings, the correct use of appropriate building materials, and responsive landscaping design and ecological buffers. The redevelopment of this site in accordance with Local Plan Part 1 policies relating to car free development and better management of servicing and deliveries will reduce the number of car-based trips based on the previous car-generating use, contributing to improved air quality locally and across the borough as a whole.

Leyton Leisure Lagoon (R19003) - Placemaking Plan



Please read in conjunction with the 'Placemaking Plan Key', which can be found at the end of the document.

806 High Road Leyton (R19056)



Please read in conjunction with the 'Site Boundary and Constraints Plan Key', which can be found at the end of the document.

Address:	806 High Road Leyton, Leyton, London E10 6AE		
Previous site reference:	SA13	Ward:	Forest
Site Size (Ha):	0.32	Ownership:	Private
Consent Status:	Consented	Planning Reference(s):	213777
Planning Designations:	Bakers Arms Strategic Location; Bakers Arms District Centre; PSA; Listed Building (adjacent); Locally Listed Building (adjacent); APA; AQFA; AQMA.		

806 High Road Leyton (R19056) - Site Allocation

Site Allocation

- A. Provide new homes and town centre uses, new and enhanced public realm and accessible, biodiverse green open spaces.

Indicative Capacities

- B. 85 homes
- C. 100 sqm town centre uses

Potential Delivery Timescale

- D. Development of the site is expected to be completed in

2020-2025	2025-2030	2030-2035
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Character-led Intensification Approach

- E. Transition

806 High Road Leyton (R19056) - Site Requirements

In order to secure planning permission, development proposals will be expected to

- A. Optimise the capacity of the site to deliver approximately 85 high quality, accessible, sustainable homes, including affordable housing. This site allocation, or parts of this site allocation, may be suitable for the provision of high quality, sustainable, accessible Purpose-Built Student Accommodation, including affordable student accommodation, subject to compliance with all relevant planning policy tests and an overall indicative cap for the Bakers Arms Strategic Location of 490 purpose-built student rooms. Purpose-Built Student Accommodation in the borough is expected to have a nomination agreement for occupation by students of one or more higher education provider(s), with the priority being provision for the University of Portsmouth.
- B. Explore whether Build to Rent homes (meeting the London Plan and Local Plan Part 1 definitions), including affordable housing preferably for London Living Rent, are appropriate for this site or parts of this site. All Build to Rent development in the borough will be expected to explore the potential to offer affordable housing to local key workers.
- C. Provide town centre uses on site that enhance and complement the Bakers Arms District Centre’s existing offer. The quantum of uses should be informed through the detailed design process and an assessment of need should be made at the application stage, including through reference to vacancy rates within the designated centre.

- D. Retain and enhance the historic 806 High Road art-deco facade of the former Ritz cinema, recognised as a non-designated heritage asset, ensuring that its frontage is retained and incorporated as part a well designed active commercial ground-floor frontage onto High Road Leyton. Proposals should provide active residential frontage onto St Helier's Road, ensuring that this relates positively to the surrounding context and maximises natural surveillance to ensure community safety for all.
- E. Avoid harmful impacts on the sensitive edges associated with the residential uses that bound the site.
- F. Provide safe, well defined and well managed servicing and delivery access to the site from St Helier's Road.
- G. Create new high quality pedestrian-focused public realm on High Road Leyton and St Helier's Road which is green, safe and accessible to all.
- H. Preserve or enhance the significance, setting and key views of the nearby heritage assets, including the Grade II listed 807 High Road Leyton.
- I. Deliver enhanced greening and biodiversity throughout and, where possible, around the site, including through the provision of tree planting, new green space, and green roofs. Proposals should contribute to and coordinate with neighbouring sites to ensure the cohesive enhancement of Leyton Green as a new and inclusive green space.
- J. Mitigate the impact of any localised poor air quality from High Road Leyton on the site through the appropriate design and siting of the buildings, the correct use of appropriate building materials, and responsive landscaping design and ecological buffers. The redevelopment of this site in accordance with Local Plan Part 1 policies relating to car free development and better management of servicing and deliveries will reduce the number of car-based trips based on the previous car-generating use, contributing to improved air quality locally and across the borough as a whole.
- K. Mitigate existing pluvial flood risk to the south west of the site to achieve greenfield run off rates through appropriate design, including Sustainable Drainage Systems (SuDS) where appropriate. Development should also make efforts to reduce pluvial flood risk off site.

806 High Road Leyton (R19056) - Placemaking Plan



Please read in conjunction with the 'Placemaking Plan Key', which can be found at the end of the document.

Leyton Bus Depot (R19057)



Please read in conjunction with the 'Site Boundary and Constraints Plan Key', which can be found at the end of the document.

Address:	Leyton Bus Garage, High Road Leyton, London E10 6AD		
Previous site reference:	SA14	Ward:	Forest
Site Size (Ha):	1.00	Ownership:	Private
Consent Status:	None	Planning Reference(s):	N/A
Planning Designations:	Bakers Arms Strategic Location; Bakers Arms District Centre; Area potentially suitable for tall building(s)*; APA; AQFA; AQMA.		

Footnote to Planning Designations - *This site has been identified as a location where a building of 18 storeys may be acceptable, within an indicative range of 3 - 18 storeys. This is subject to contextual analysis, a robust placemaking strategy, and assessment against all relevant policies set out within Local Plan Part 1, including Policy 54 Tall Buildings.

Leyton Bus Depot (R19057) - Site Allocation

Site Allocation

- A. Reprovide, improve and modernise the bus depot and provide new homes and town centre uses, new and enhanced public realm and accessible, biodiverse green open spaces.

Indicative Capacities

- B. Modern bus depot
- C. 225 homes
- D. Town centre uses to be determined through detailed application

Potential Delivery Timescale

- D. Development of the site is expected to be completed in

2020-2025	2025-2030	2030-2035
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Character-led Intensification Approach

- E. Transformation

*This site has been identified as a location where a building of 18 storeys may be acceptable. This is subject to contextual analysis, a robust placemaking strategy, and assessment against all relevant policies set out within Local Plan Part 1, including Policy 54 Tall Buildings.

Leyton Bus Depot (R19057) - Site Requirements

In order to secure planning permission, development proposals will be expected to

- A. Optimise the capacity of the site to deliver approximately 225 high quality, accessible, sustainable homes, including affordable housing. This site allocation, or parts of this site allocation, may be suitable for the provision of high quality, sustainable, accessible Purpose-Built Student Accommodation, including affordable student accommodation, subject to compliance with all relevant planning policy tests and an overall indicative cap for the Bakers Arms Strategic Location of 490 purpose-built student rooms. Purpose-Built Student Accommodation in the borough is expected to have a nomination agreement for occupation by students of one or more higher education provider(s), with the priority being provision for the University of Portsmouth.

- B. Explore whether Build to Rent homes (meeting the London Plan and Local Plan Part 1 definitions), including affordable housing preferably for London Living Rent, are appropriate for this site or parts of this site. All Build to Rent development in the borough will be expected to explore the potential to offer affordable housing to local key workers.
- C. Reprovide community uses on site and provide new town centre uses of a size and scale that is appropriate for the edge of centre location and which complements Bakers Arms District Centre's existing offer. Uses that are considered particularly suitable for this site include food and beverage and retail uses. The quantum of uses should be informed through the detailed design process and an assessment of need should be made at the application stage, including through reference to vacancy rates within the designated centre, and their provision must not undermine the viability and vitality of the centre.
- D. Provide well designed active commercial ground-floor frontage onto High Road Leyton and Leyton Green Road and active residential frontage onto Ely Road, Cheltenham Road and Canterbury Road, ensuring that this relates positively to the surrounding context and maximises natural surveillance to ensure community safety for all. Proposals will be expected to create a new street within the site from High Road Leyton to Ely Road with active frontages.
- E. Enhance the existing public realm on High Road Leyton, including by widening it, to deliver a pedestrian-focused environment which is green, safe and accessible to all.
- F. Contribute to the enhancement of Leyton Green and improve its relationship with this site. This could be achieved by extending Leyton Green to form a larger green space connected to the site through the realignment of vehicular routes. The Council's Highways Team should be consulted on any proposed changes to vehicular routes at the earliest possible stage.
- G. Reprovide a bus depot on site, ensuring that the capacity is equivalent to the existing provision (c. 100 buses). The bus depot must remain suitable for operation 24/7 in order to operate an efficient bus network, and its successful operation should be protected through the application of the Agent of Change principle. It should be capable of adaptation to house zero emission buses, such as electric or hydrogen, in the near future. If relocated to an alternative site, it must be well located in relation to the bus network and operational before the existing site is redeveloped to ensure continuity of operation. TfL consultation and approval will be required.
- H. Enhance existing pedestrian and cycling connectivity along High Road Leyton, ensuring that the on-road cycle lane is maintained and kept safe and accessible to all throughout construction.
- I. Deliver new and enhanced greening and biodiversity throughout and around the site, including through the provision of tree planting, green spaces, and green roofs.
- J. Retain and enhance significant and/or mature trees by incorporating them into the layout and landscape design, and suitably protecting them during construction and operation. This includes root protection as well as crown growth in proximity to buildings over the tree's natural lifespan.

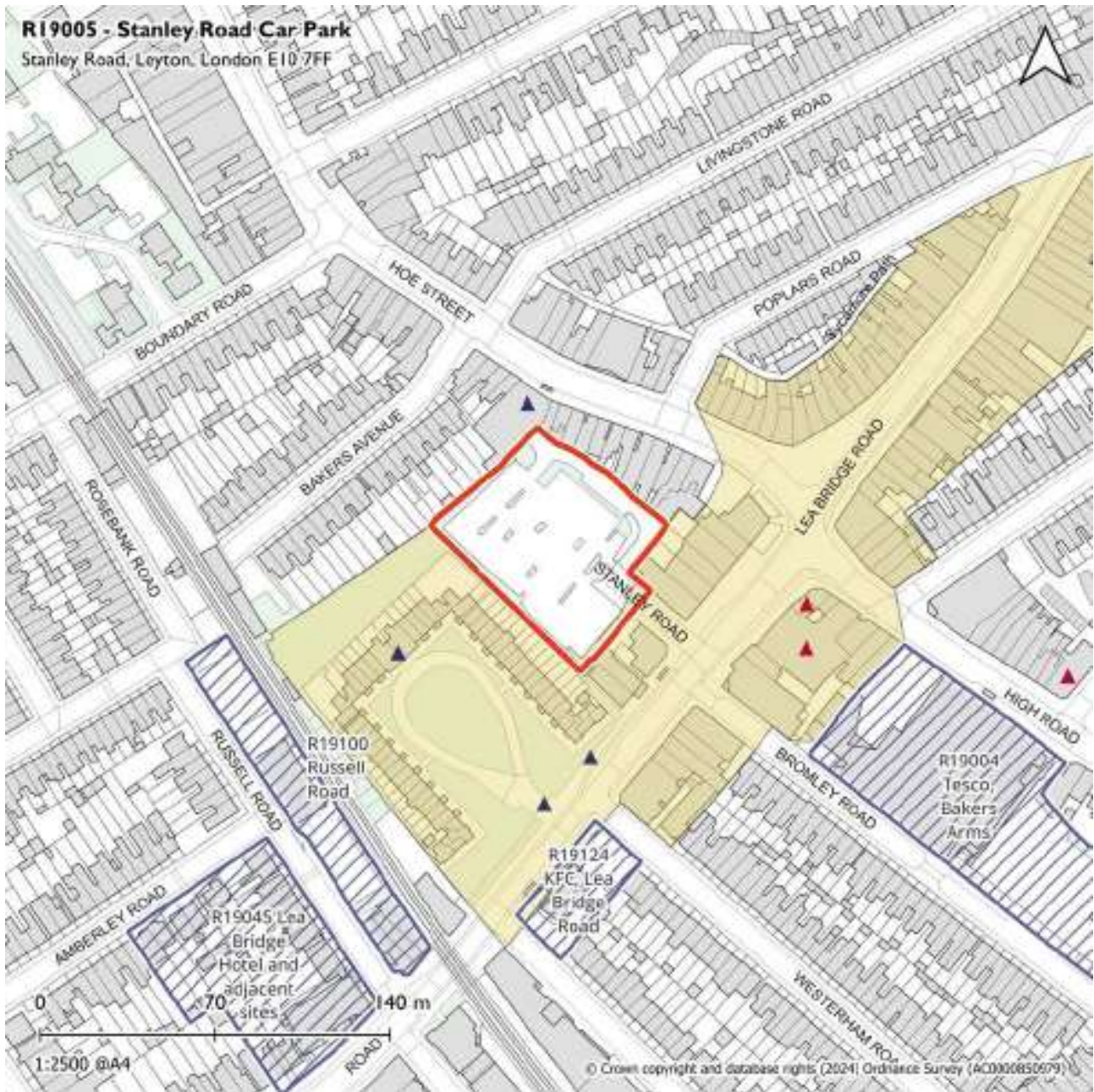


Leyton Bus Depot (R19057/SA14) - Placemaking Plan



Please read in conjunction with the 'Placemaking Plan Key', which can be found at the end of the document.

Stanley Road Car Park (R19005)



Please read in conjunction with the 'Site Boundary and Constraints Plan Key', which can be found at the end of the document.

Address:	Stanley Road, Leyton, London E10 7FF		
Previous site reference:	SA12	Ward:	Lea Bridge
Site Size (Ha):	0.48	Ownership:	Public
Consent Status:	None	Planning Reference(s):	N/A
Planning Designations:	Bakers Arms Strategic Location; Bakers Arms District Centre; Listed Building (adjacent); Conservation Area; APA; AQFA; AQMA.		

Stanley Road Car Park (R19005) - Site Allocation

Site Allocation

- A. Provide new homes, new and enhanced public realm and accessible, biodiverse green open space.

Indicative Capacities

- B. 50 homes

Potential Delivery Timescale

- C. Development of the site is expected to be completed in

2020-2025	2025-2030	2030-2035
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Character-led Intensification Approach

- D. Transition

Stanley Road Car Park (R19005) - Site Requirements

In order to secure planning permission, development proposals will be expected to

- A. Optimise the capacity of the site to deliver approximately 50 high quality, accessible, sustainable homes, including affordable housing.
- B. Avoid harmful impacts on the sensitive edges associated with the residential uses that bound the site.
- C. Preserve or enhance the significance, setting and key views of the Bakers Arms Conservation Area and the nearby designated heritage assets, including the Grade II listed Bakers Arms Alms Houses, Grade II Listed Former Empress China 468 - 474 Hoe St and Grade II Listed 807 High Road Leyton. The massing of proposals should complement the setting of the Alms Houses.
- D. Deliver new and enhanced greening and biodiversity throughout and around the site. Proposals should create a publicly accessible green space in the centre of the site and provide new tree planting to the south west of the site to create a green buffer with the Alms Houses. The repurposing of the car park to provide alternative uses, including affordable housing and new public realm / green spaces, supports the borough's Climate Action Plan.
- E. Retain and enhance significant and/or mature trees, where possible, by incorporating them into the layout and landscape design, and suitably protecting them during construction and operation. This includes root protection as well as crown growth in proximity to buildings over the tree's natural lifespan.

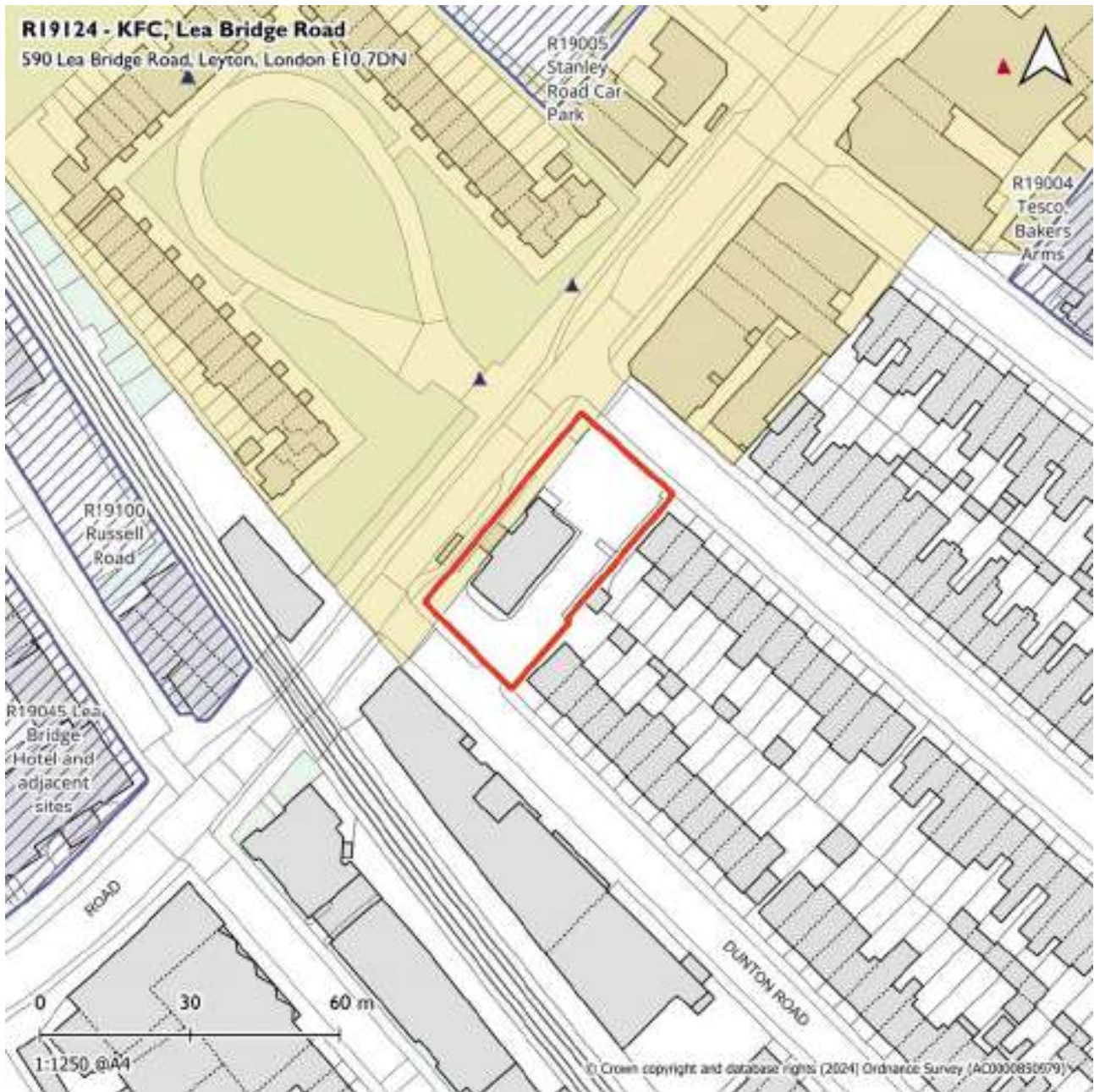
- F. Enhance the existing public realm on Stanley Road to deliver a pedestrian-focused environment which is green, safe and accessible to all. This should create a high quality shared space that enhances the entrance to the site whilst accommodating the servicing function to surrounding commercial uses.
- G. Maintain the road which runs to the north-east of the site and which provides access to the rear of a number of high street properties that front Hoe Street, enhancing its character through landscaping improvements.

Stanley Road Car Park (R19005) - Placemaking Plan



Please read in conjunction with the 'Placemaking Plan Key', which can be found at the end of the document.

KFC, Lea Bridge Road (R19124)



Please read in conjunction with the 'Site Boundary and Constraints Plan Key', which can be found at the end of the document.

Address:	590 Lea Bridge Road, Leyton, London E10 7DN		
Previous site reference:	N/A	Ward:	Lea Bridge
Site Size (Ha):	0.12	Ownership:	Private
Consent Status:	None	Planning Reference(s):	N/A
Planning Designations:	Bakers Arms Strategic Location; Listed Building (adjacent); Conservation Area; APA; AQFA; AQMA.		

KFC, Lea Bridge Road (R19124) - Site Allocation

Site Allocation

- A. Provide new homes, commercial uses, and enhanced public realm with biodiverse landscaping.

Indicative Capacities

- B. 15 homes
- C. 250 sqm town centre uses

Potential Delivery Timescale

- D. Development of the site is expected to be completed in

2020-2025	2025-2030	2030-2035
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Character-led Intensification Approach

- E. Transition

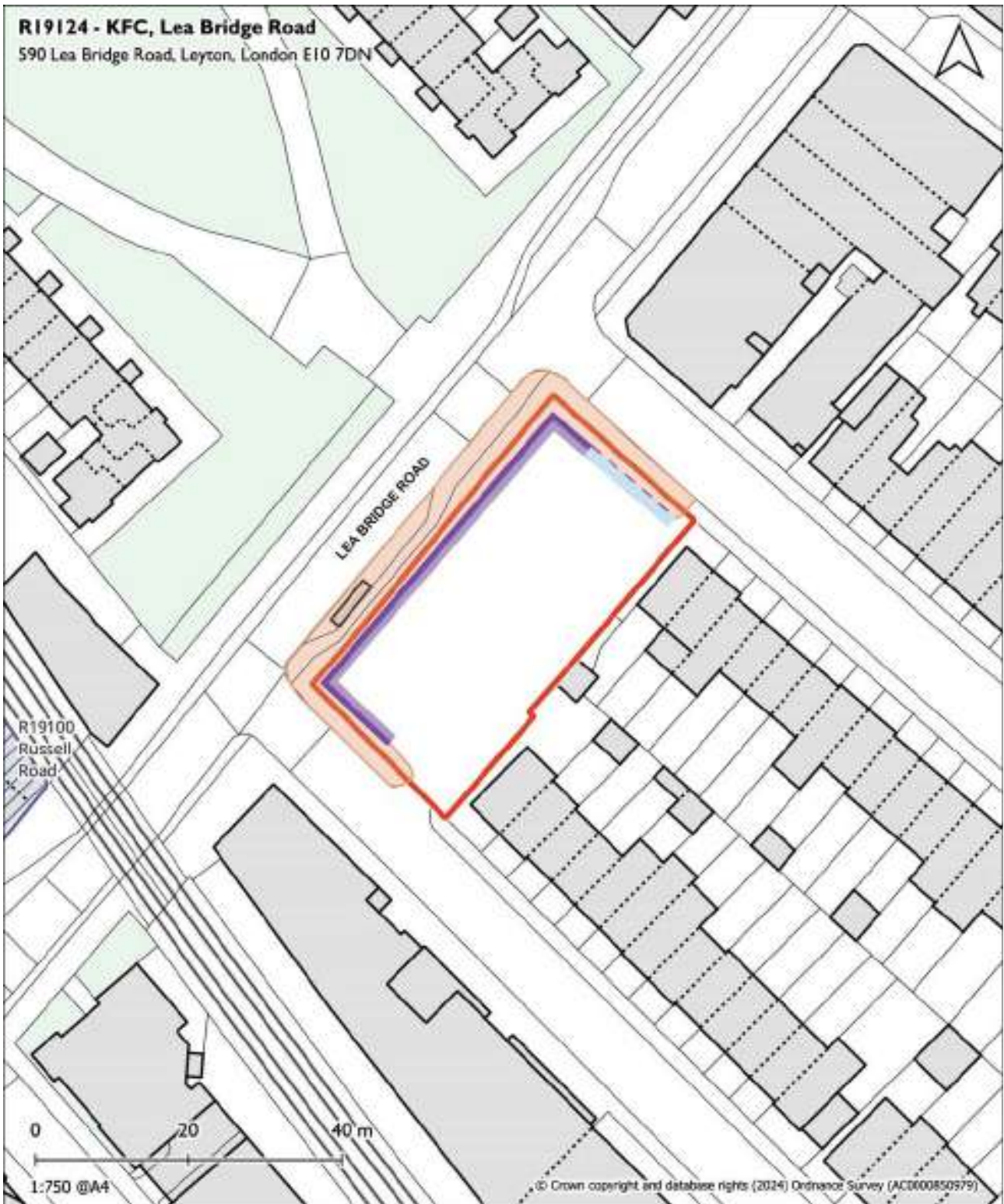
KFC, Lea Bridge Road (R19124) - Site Requirements

In order to secure planning permission, development proposals will be expected to

- A. Optimise the capacity of the site to deliver approximately 15 high quality, accessible, sustainable homes, including affordable housing.
- B. Provide commercial uses of a size and scale that is appropriate for the edge of centre location and which complements Bakers Arms District Centre’s existing offer. The quantum of uses should be informed through the detailed design process and an assessment of need should be made at the application stage, including through reference to vacancy rates within the designated centre, and their provision must not undermine the viability and vitality of the centre.
- C. Provide well designed active commercial ground-floor frontage onto Lea Bridge Road, and active residential ground-floor frontages onto Westerham Road and Dunton Road, ensuring that they relate positively to the surrounding context.
- D. Avoid harmful impacts on the sensitive edges associated with the residential uses that bound the site.
- E. Enhance the existing public realm on Lea Bridge Road and Dunton Road to deliver a pedestrian-focused environment which is green, safe and accessible to all.

- F. Enhance existing pedestrian and cycling connectivity along Lea Bridge Road, ensuring that the segregated cycle lane and bus stop is maintained and kept safe and accessible to all throughout construction.
- G. Preserve or enhance the significance, setting and key views of the Bakers Arms Conservation Area and the heritage assets within it, including the Grade II listed Bakers Almshouses. In particular, development will be expected to repair the building line along Lea Bridge Road so that it corresponds more positively to the context of the street.
- H. Deliver new and enhanced greening and biodiversity throughout and around the site, including through the provision of tree planting, green spaces, and green roofs.
- I. Mitigate the impact of any localised poor air quality from Lea Bridge Road on the site through the appropriate design of the buildings, the correct use of appropriate building materials, and responsive landscaping design and ecological buffers. The redevelopment of this site in accordance with Local Plan Part 1 policies relating to car free development and better management of servicing and deliveries will reduce the number of car-based trips based on the previous car-generating use, contributing to improved air quality locally and across the borough as a whole.
- J. Mitigate any groundwater flood risk, which is identified as being greater than 75% in the western part of the site, through appropriate design and siting of the buildings. Any basement development or excavation will be required to provide a Basement Impact Assessment and will be required to demonstrate that development will not unduly displace groundwater to neighbouring properties or increase the flood risk of these properties.

KFC, Lea Bridge Road (R19124) - Placemaking Plan



Please read in conjunction with the 'Placemaking Plan Key', which can be found at the end of the document.

Leyton

Leyton Strategic Location - Infrastructure Requirements

14.1 To ensure that growth is inclusive and sustainable, development must contribute to the delivery of key infrastructure in accordance with policy 96. This includes borough-wide infrastructure, such as affordable housing and workspace, tree planting and biodiversity, flood mitigation measures including Sustainable Drainage Systems (SuDS), and investment in educational facilities, cultural initiatives, and heritage assets. This list sets out the specific requirements identified to be delivered in Leyton Strategic Location based on a snapshot of the Infrastructure Delivery Plan (IDP) at the time of drafting. It is very likely that much of it will serve communities outside the Strategic Location too, and it may therefore be necessary for development outside the Strategic Location to make appropriate contributions to its delivery.

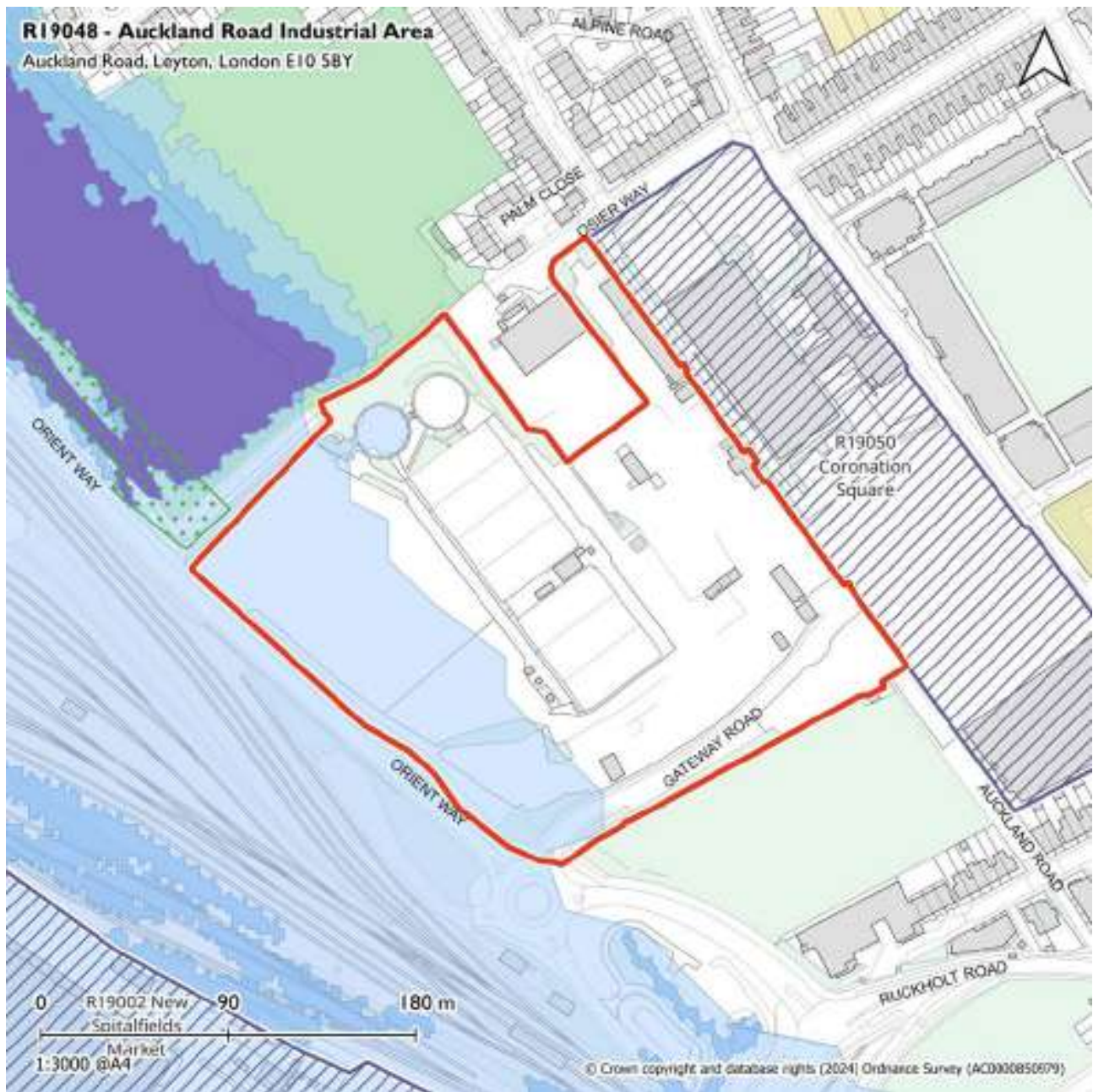
14.2 Development proposals within the Leyton Strategic Location will be expected to deliver or contribute towards the delivery of the following infrastructure items:

1. Culture	i. Provision of a new cultural anchor within New Spitalfields site allocation to develop an active cultural hub engaging local arts and creative organisations and businesses.
2. Education	i. Education and community facility within the Leyton Mills Retail Park site. ii. New childcare or early years' provision at New Spitalfields Market site.
3. Employment and Social and Community Infrastructure	i. New and enhanced sports provision and enhanced leisure access at Eton Manor.
4. Flood Mitigation	i. De-culverting of Dagenham Brook and biodiversity improvements. ii. Sustainable urban drainage, flood relief and mitigation including creating new riverine habitats, providing surface water and fluvial flood risk mitigation, and creating attractive, natural and joyful new green and blue spaces. iii. Expanded green buffer to Old River Lea, protecting and enhancing existing river ecology of and introducing generous new green spaces that improve biodiversity and reduce flood risk.
5. Green and Blue Infrastructure	i. Protected and enhanced biodiversity at Eton Manor. ii. Street tree and planting in southern wards along A12 to combat deficiency in green space and mitigate air pollution. iii. Creation of green link along Cann Hall Road / Crownfield Road to link the Olympic Park. iv. Increased tree planting and enhanced green buffer to Ruckholt Road.

	<p>v. Protection and enhancement of the ecology of existing spaces such as Hackney Marshes and the Old River Lea and introducing generous new green spaces that improve biodiversity.</p> <p>vi. Provision of new public open spaces within the New Spitalfields Market, Leyton Mills Retail Park and Eton Manor sites.</p> <p>vii. New flagship facility for sport in the borough at Coronation Square.</p> <p>viii. Improvements to parks in the strategic location including resurfacing and installation of play equipment.</p>
6. Health	<p>i. New integrated health centre at Coronation Square</p>
7. Public Realm	<p>i. A new landscaped public square at the northwest end of the Temple Mills Bus Depot site allocation directly fronting onto Ruckholt Road, providing an arrival space for the proposed Ruckholt Road station.</p> <p>ii. A new green public square within the Leyton Mills site allocation connecting to High Road Leyton.</p>
8. Suitable Alternative Natural Greenspaces (SANGs)	<p>i. The SANGs sites identified as potentially providing visitor uplift capacity for new homes in the Leyton Strategic Location include: :</p> <ul style="list-style-type: none"> ● Drapers Field ● Eton Manor ● Langthorne Park ● Leyton Cricket Ground and Brewster Road Park ● Leyton Jubilee Park ● Leyton Mills Retail Park
9. Transport	<p>i. Leyton Station enhancements, including step free access, larger ticket hall, new footbridge over the tracks and wider improvements to the public realm around the station.</p> <p>ii. Improvements to the public realm outside Leyton Station and along Ruckholt Road and East Way in support of the increased footfall expected, as part of the Leyton Gateway Project.</p> <p>iii. Extend Primary Cycle Network connecting Lea Bridge Road with Leyton and onwards to Stratford and Queen Elizabeth Olympic Park.</p> <p>iv. New accessible train station at Ruckholt Road.</p> <p>v. New, green and biodiverse pedestrian and cycle bridge from Leyton Mills to Eton Manor.</p>

	<ul style="list-style-type: none"> <li data-bbox="576 277 1430 367">vi. New and enhanced pedestrian and cycle route connecting the New Spitalfields Market site to Hackney Marshes across the existing 'green' bridge over the Old River Lea. <li data-bbox="576 405 1382 465">vii. A potential new pedestrian and cycle bridge creating a new route between Hackney Marshes and Lea Bridge. <li data-bbox="576 504 1430 564">viii. Enhanced bus network infrastructure provision, including opportunities for new routes or route extensions via Orient Way.
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Auckland Road Industrial Area (R19048)



Please read in conjunction with the 'Site Boundary and Constraints Plan Key', which can be found at the end of the document.

Address:	Auckland Road, Leyton, London E10 5BY		
Previous site reference:	SA03	Ward:	Leyton
Site Size (Ha):	5.08	Ownership:	Private
Consent Status:	None	Planning Reference(s):	N/A
Planning Designations:	Leyton Strategic Location; Area potentially suitable for tall building(s)*; LSIS; APA; TPO (adjacent); SINC (adjacent); AQMA; Flood Zone 2; CDA; MOL (adjacent); Playing Fields (adjacent); Allotments (adjacent); Greenway (adjacent); Main River (8m); LVOA.		

Footnote to Planning Designations - *This site has been identified as a location where a building/buildings of 18 storeys or more may be acceptable, within an indicative range of 18 storeys. This is subject to contextual analysis, a robust placemaking strategy, and assessment against all relevant policies set out within Local Plan Part 1, including Policy 54 Tall Buildings.

Auckland Road Industrial Area (R19048) - Site Allocation

Site Allocation

- A. Provide a covered waste facility and modern, flexible industrial uses and enhanced public realm with biodiverse landscaping, with the potential for the introduction of other uses subject to a two-stage industrial masterplan process.

Indicative Capacities

- B. 455 new homes, subject to a two-stage industrial masterplan
- C. Minimum reprovision of 11,000 sqm of industrial floorspace, with potential to provide 14,000 sqm.

Potential Delivery Timescale

- D. Development of the site is expected to be completed in

2020-2025	2025-2030	2030-2035
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Character-led Intensification Approach

- E. Transformation

Auckland Road Industrial Area (R19048) - Site Requirements

In order to secure planning permission, development proposals will be expected to

- A. Optimise the capacity of the site to deliver approximately 455 high quality, accessible, sustainable homes, including affordable housing, subject to a two-stage industrial masterplan.
- B. Provide a capped waste facility on site, ensuring that the capacity, measured in through-put terms, is at least equivalent to the existing facility; or demonstrate that compensatory capacity has been provided elsewhere within North London in line with Policy 93 of Local Plan Part 1 and the North London Waste Plan.
- C. Provide new industrial uses on site in line with those acceptable in a Locally Significant Industrial Site (LSIS), supported by appropriate yard space. The proposal should seek to maximise the industrial capacity of the site, including exploring the potential to develop a multi-storey industrial scheme, targeting an approximate capacity of

14,000 sqm. Proposals must, as a minimum, provide built industrial floorspace equivalent to the existing open storage in accordance with Policy 29 in Local Plan Part 1, with a reference capacity for reprovision of 11,000 sqm.

- D. Provide well designed active industrial ground-floor frontages onto Auckland Road to create a strong street presence and provide an industrial 'shopfront'. Design proposals should establish a better definition between public and private realm, should avoid using hostile boundary treatments, and should maximise natural surveillance to ensure community safety for all.
- E. Avoid harmful impacts on the sensitive edges associated with the residential uses that bound the site (Osier Way and Coronation Square). Any development must provide well designed active industrial frontages to these sites and onto Osier Way, ensuring that these relate positively to the context.
- F. Enhance the existing public realm to the north east of the site at the boundary with the Osier Way and Coronation Square (R19050) development to deliver a pedestrian-focused environment which is green, safe and accessible to all.
- G. Deliver new cycle and pedestrian connectivity through the site, linking Osier Way to Auckland Road, including integration with the segregated cycleway that is proposed on Auckland Road as part of the development at Coronation Square (R19050), and ensuring this new north-south route also connects with new routes to Oliver Road through Coronation Square.
- H. Enhance existing pedestrian and cycling connectivity along Orient Way, ensuring that the segregated cycle lane is maintained and kept safe and accessible to all throughout construction.
- I. Provide safe, well defined and well managed servicing and delivery access to the site from Orient Way.
- J. Retain and enhance significant and/or mature trees by incorporating them into the layout and landscape design, and suitably protecting them during construction and operation. This includes root protection as well as crown growth in proximity to buildings over the tree's natural lifespan.
- K. Deliver new and enhanced greening and biodiversity throughout and around the site, including through the provision of tree planting, green spaces, and green roofs.
- L. Provide ecological and biodiversity enhancements to the setting of the Dagenham Brook to the north west of the site, including exploring whether this could be incorporated as an amenity feature. Any development should be appropriately set back from the Dagenham Brook to protect and enhance the integrity of the Dagenham Brook Site of Importance for Nature Conservation (SINC) and to enable access for maintenance.
- M. Support the principles set out within the Dagenham Brook River Restoration Corridor Strategy (2022), or subsequent updates to this work.

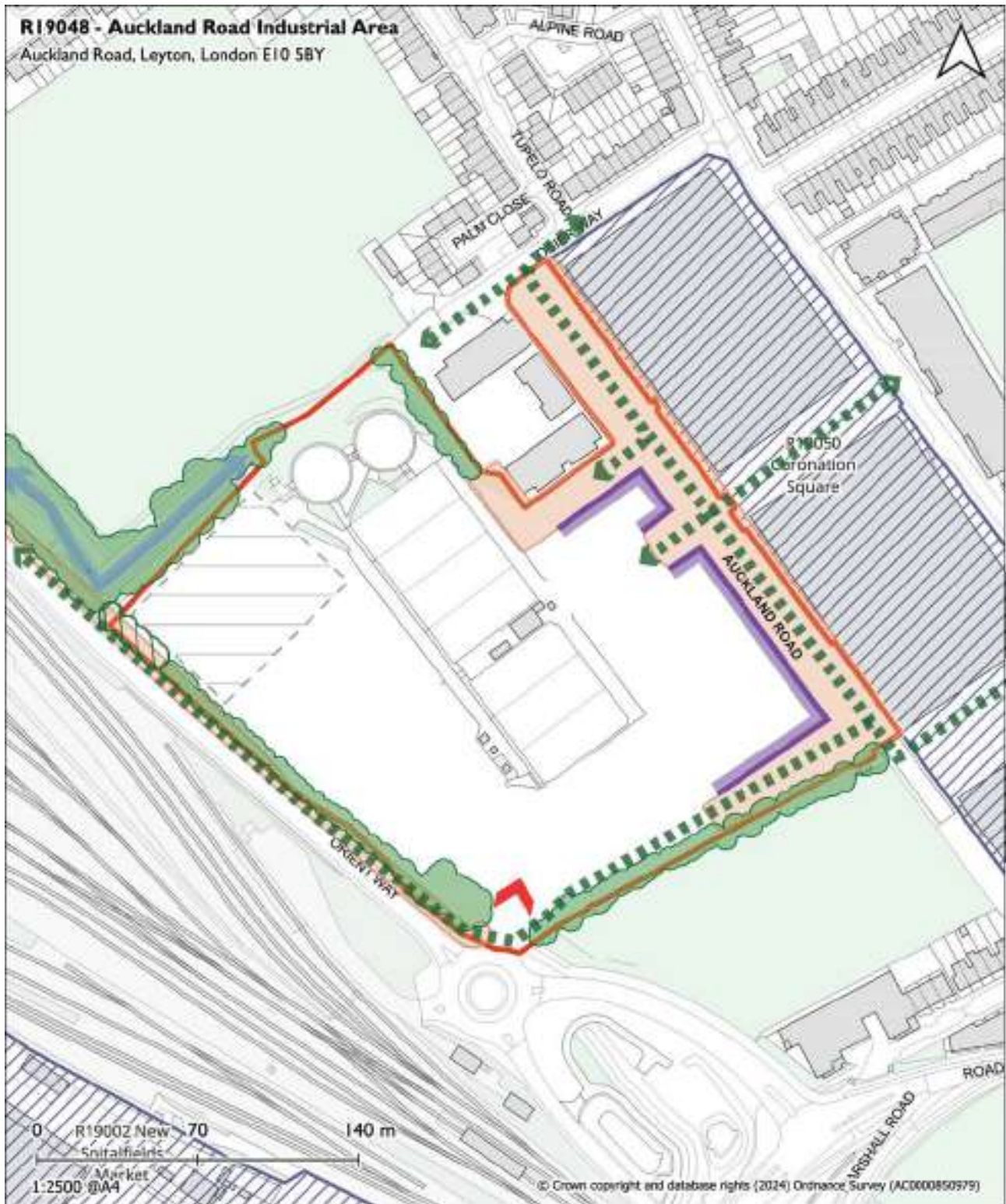
- N. Mitigate the Flood Zone 2 fluvial flood risk to the south of the site through the use of effective design, siting buildings to the lowest flood risk areas and prioritising vulnerable uses and/or infrastructure to be sited away from the areas of highest flood risk. Applicants must engage with the Environment Agency at the earliest possible opportunity.
- O. Mitigate existing pluvial flood risk to the south of the site to achieve greenfield run off rates through appropriate design, including Sustainable Drainage Systems (SuDS) where appropriate. Development should also make efforts to reduce pluvial flood risk off site.
- P. Ensure development enables the continued effective operation of the Thames Water storm tanks on site, and appropriately design and site buildings to mitigate harm from noise, vibrations or light to the amenity of the occupiers of the adjacent residential developments.
- Q. Retain maintenance access to the existing underground sewers which run beneath the site, each of which must have at least one manhole access, as well as to the sewer junction, which is currently accessed through the existing brick pumphouse on site.
- R. Provide a high-level district heat network feasibility study, to be agreed with the LPA (and the GLA, if required). This site has been identified as lying within a 'Zone of Interest' for future district heat network expansion in conjunction with the development of a future Strategic Heat Main extension into the borough. Applicants should engage with the Council at the earliest opportunity.

SUPPORTING TEXT

14.3 Where proposals seek to introduce uses other than industrial (and related) uses, this must be supported by and compliant with an approved industrial masterplan. The masterplan must be developed in partnership with the Council and the Greater London Authority (GLA), and with the principles set out in Local Plan Part 1 Policy 29 (Industrial Masterplan Approach) and London Plan Policy E7 (Industrial intensification, co-location and substitution), as well as relevant guidance in the Industrial Intensification Supplementary Planning Document (SPD) and the Industrial Land and Uses London Plan Guidance (LPG). The masterplan must consider the entire Locally Significant Industrial Site (LSIS).

14.4 Development on this site is anticipated to continue beyond the Local Plan period, which runs until 2035. As development of this site is likely to be phased, some new homes are anticipated to be completed outside of the Local Plan period. These are not included within the evidence of housing supply to meet identified needs prepared in support of this Plan.

Auckland Road Industrial Area (R19048) - Placemaking Plan



Please read in conjunction with the 'Placemaking Plan Key', which can be found at the end of the document.

Leyton Mills Retail Park (R19001)



Please read in conjunction with the 'Site Boundary and Constraints Plan Key', which can be found at the end of the document.

Address:	Marshall Road, Leyton, London E10 5NH		
Previous site reference:	SA01	Ward:	Leyton
Site Size (Ha):	7.96	Ownership:	Private
Consent Status:	None	Planning Reference(s):	N/A
Planning Designations:	Leyton Strategic Location; Leyton District Centre; Area potentially suitable for tall building(s)*; Conservation Area (adjacent); APA; TPO (adjacent); AQFA; AQMA; Flood Zone 2; Flood Zone 3a; CDA; LNR (adjacent); Allotments (adjacent); Greenway; LVOA.		

Footnote to Planning Designations - *This site has been identified as a location where a building/buildings of 18 storeys or more may be acceptable, within an indicative range of 18 - 28 storeys. This is subject to contextual analysis, a robust placemaking strategy, and assessment against all relevant policies set out within Local Plan Part 1, including Policy 54 Tall Buildings.

Leyton Mills Retail Park (R19001) - Site Allocation

Site Allocation

A. Reprovide a suitably sized supermarket and provide new homes, an educational/community use, an early years facility, workspace, retail, cultural and other commercial uses, new public transport infrastructure, new and enhanced public realm, and accessible, biodiverse green open spaces.

Indicative Capacities

- B. 1,950 homes
- C. 13,500 sqm workspace and retail, including food and beverage uses
- D. 23,300 sqm supermarket retail
- E. 500 sqm cultural uses
- F. 3,500 sqm educational / community uses including an early years facility

Potential Delivery Timescale

G. Development of the site is expected to be completed in

2020-2025	2025-2030	2030-2035
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Character-led Intensification Approach

H. Transformation

Leyton Mills Retail Park (R19001) - Site Requirements

In order to secure planning permission, development proposals will be expected to

- A. Optimise the capacity of the site to deliver approximately 1,950 high quality, accessible, sustainable homes, including affordable housing.
- B. Explore whether Build to Rent homes (meeting the London Plan and Local Plan Part 1 definitions), including affordable housing preferably for London Living Rent, are appropriate for this site or parts of this site. All Build to Rent development in the borough will be expected to explore the potential to offer affordable housing to local key workers.

- C. Reprovide the supermarket on site, the format and size of which should be informed by the requirements of the owner or leaseholder at the time an application is submitted, subject to an assessment of local convenience retail needs and balanced against all other planning considerations, including the vision for the site and wider location. Development should take a phased approach to allow for the continuity of trade.
- D. Provide commercial uses on site of a size and scale that would support the new and local residential population, and which would complement rather than compete with the offering in nearby Leyton District Centre. This should include workspace, including for technology businesses, research and development uses, retail, food and beverage uses, cultural uses, community facilities and educational uses, including an early years facility.
- E. Develop a comprehensive, site wide masterplan and design code for the site to ensure that the delivery across different landownerships is cohesively planned.
- F. Provide well designed active ground-floor frontages onto pedestrian-focused routes throughout the site, ensuring that these relate positively to the surrounding context and maximise natural surveillance to ensure community safety for all.
- G. Create new high quality pedestrian-focused public realm throughout the site which is green, safe and accessible to all. This should be anchored by a new public urban square in the centre of the site, which incorporates play space and Sustainable Drainage Systems (SuDS) and which contributes to the borough-wide Suitable Alternative Natural Greenspace (SANG) strategy. This should be supported by integrated and well connected smaller areas of new public realm, including one in the west of the site which contributes to the setting of Ruckholt Road Station. To the east of the site, a landscape-led design should account for level changes and should improve integration with the enhancements to Leyton Underground Station and the surrounding public realm as part of the Leyton Gateway Project.
- H. Deliver new and enhanced greening and biodiversity throughout and around the site, including through the provision of tree planting, green spaces, and green roofs.
- I. Avoid harmful impacts on the sensitive edges associated with the residential uses that bound the site.
- J. Contribute to the delivery of a new station at Ruckholt Road, which is directly accessed from the site, including the via step-free access.
- K. Deliver new pedestrian and cycling connectivity through the site, providing a new strategic segregated cycle route connecting High Road Leyton and Leyton Station with the new Ruckholt Road Station.
- L. Safeguard land for and contribute to the delivery of a new green cycle and pedestrian bridge linking the site and Leyton beyond directly into the Queen Elizabeth Olympic Park.
- M. Incorporate bus access into the site, including the provision of new bus stops, to allow for a high level of inclusive accessibility.

- N. Provide safe, well defined and well managed servicing and delivery access from Marshall Road, providing enhancements to the existing access road.
- O. Preserve or enhance key views through the site into both the Lea Valley Regional Park and the Queen Elizabeth Olympic Park, maintaining views south to the VeloPark. This site falls within the background of a London View Management Framework (LVMF) Linear View 8 of St Paul's Cathedral from Westminster Pier. Proposals should not be intrusive, unsightly or prominent to the detriment of the view, and should seek to make a positive contribution to the LVMF view.
- P. Mitigate the impact of any localised poor air quality from the A12 on the site through the appropriate design and siting of the buildings, the correct use of appropriate building materials, and responsive landscaping design and ecological buffers. The redevelopment of this site in accordance with Local Plan Part 1 policies relating to car free development and better management of servicing and deliveries will reduce the number of car-based trips based on the previous car-generating use, contributing to improved air quality locally and across the borough as a whole.
- Q. Demonstrate that there would be no adverse impact on the amenity of future occupiers from noise, vibrations or light associated with the continued effective operation of the railway. Proposals should consider how effective landscaping can contribute to this, whilst retaining a sufficient easement between the railway and any buildings to enable access for maintenance and servicing.
- R. Mitigate the Flood Zone 2 and Flood Zone 3 fluvial flood risk to the south west of the site through the use of effective design, siting buildings to the lowest flood risk areas and prioritising vulnerable uses and/or infrastructure to be sited away from the areas of highest flood risk. Applicants must engage with the Environment Agency at the earliest possible opportunity.
- S. Mitigate existing pluvial flood risk to the west of the site to achieve greenfield run off rates through appropriate design, including Sustainable Drainage Systems (SuDS) where appropriate. Development should also make efforts to reduce pluvial flood risk off site.
- T. Mitigate any groundwater flood risk, which is identified as being greater than 75% in the north eastern part of the site, through appropriate design and siting of the buildings. Any basement development or excavation will be required to provide a Basement Impact Assessment and will be required to demonstrate that development will not unduly displace groundwater to neighbouring properties or increase the flood risk of these properties.
- U. Provide a high-level district heat network feasibility study, to be agreed with the LPA (and the GLA, if required). This site has been identified as lying within a 'Zone of Interest' for future district heat network expansion in conjunction with the development of a future Strategic Heat Main extension into the borough. Applicants should engage with the Council at the earliest opportunity.

- V. Explore the potential to reprovide a construction skills training facility and an employment, business and skills centre on site, should this be relocated from the London Academy of Sustainable Construction site (R19118).
- W. Explore potential for meanwhile uses, particularly in the east of the site around High Road Leyton.
- X. Support the principles of and ensure compliance with the Leyton Mills Supplementary Planning Document (2024).

SUPPORTING TEXT

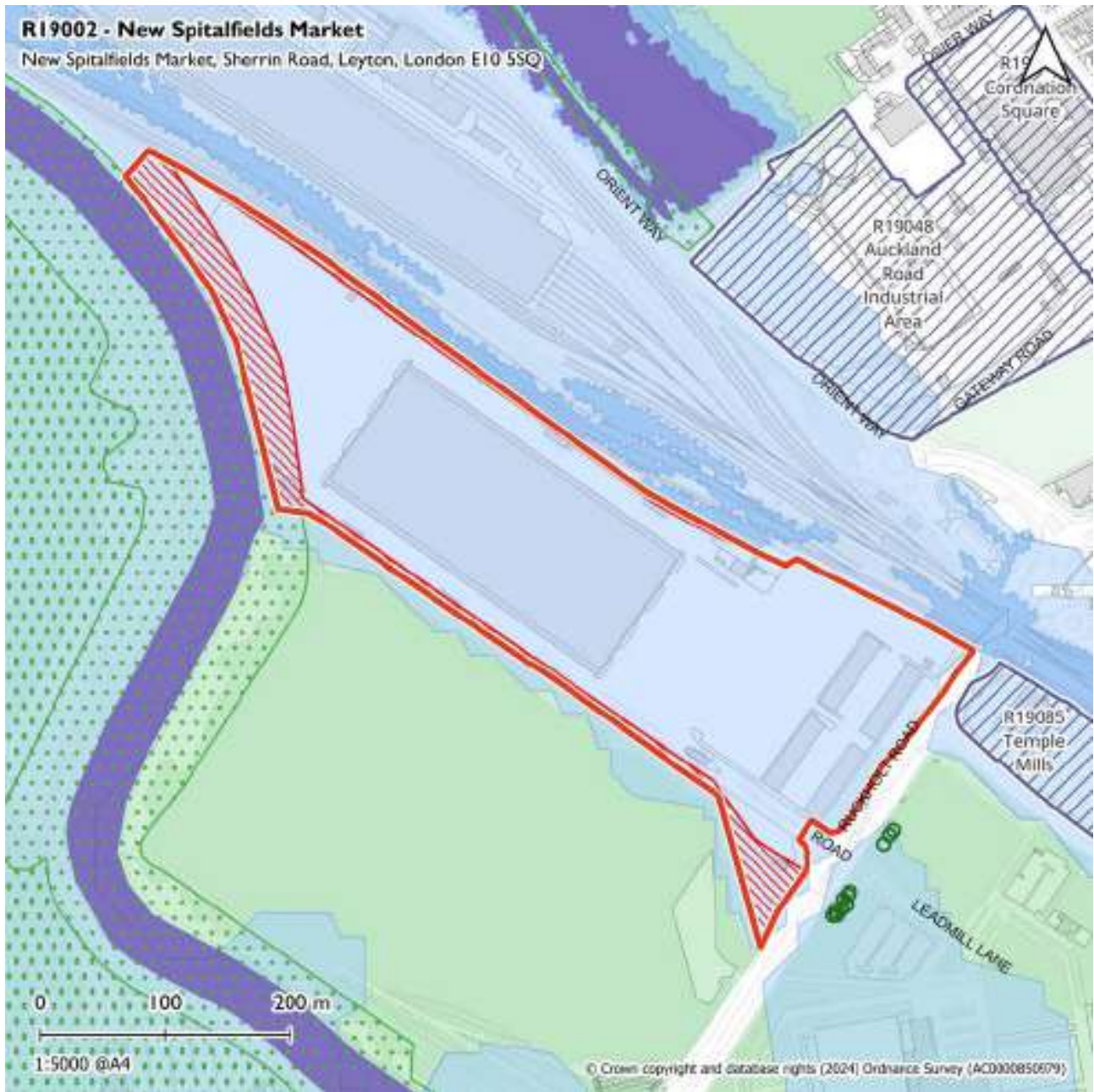
14.5 Development on this site is anticipated to continue beyond the Local Plan period, which runs until 2035. As development of this site is likely to be phased, some new homes are anticipated to be completed outside of the Local Plan period. These are not included within the evidence of housing supply to meet identified needs prepared in support of this Plan.

Leyton Mills Retail Park (R19001) - Placemaking Plan



Please read in conjunction with the 'Placemaking Plan Key', which can be found at the end of the document.

New Spitalfields Market (R19002)



Please read in conjunction with the 'Site Boundary and Constraints Plan Key', which can be found at the end of the document.

Address:	New Spitalfields Market, Sherrin Road, Leyton, London E10 5SQ		
Previous site reference:	SA02	Ward:	Leyton
Site Size (Ha):	11.90	Ownership:	Public
Consent Status:	None	Planning Reference(s):	N/A
Planning Designations:	Leyton Strategic Location; Area potentially suitable for tall building(s)*; LSIS; APA; TPO (adjacent); SINC; AQMA; Flood Zone 2; Flood Zone 3a; CDA; MOL (adjacent); LVRP (adjacent); LNR (adjacent); Playing Fields (adjacent); Green Corridor; Main River (8m); LVOA.		

Footnote to Planning Designation - *This site has been identified as a location where a building/buildings of 18 storeys or more may be acceptable, within an indicative range of 18 - 30 storeys. This is subject to contextual analysis, a robust placemaking strategy, and assessment against all relevant policies set out within Local Plan Part 1, including Policy 54 Tall Buildings.

New Spitalfields Market (R19002) - Site Allocation

Site Allocation

- A. Reprovide modern, flexible industrial uses and provide new homes, an early years facility, a cultural anchor/destination, commercial uses, new public transport infrastructure, new and enhanced public realm and accessible, biodiverse green open spaces.

Indicative Capacities

- B. 2,750 homes, subject to a two-stage industrial masterplan
- C. 3,000 sqm workspace and retail
- D. 30,000 sqm light industrial, storage or distribution
- E. 6,000 sqm cultural uses
- F. An early years facility

Potential Delivery Timescale

- G. Development of the site is expected to be completed in

2020-2025	2025-2030	2030-2035
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Character-led Intensification Approach

- H. Transformation

New Spitalfields Market (R19002) - Site Requirements

In order to secure planning permission, development proposals will be expected to

- A. Optimise the capacity of the site to deliver approximately 2,750 high quality, accessible, sustainable homes, including affordable housing, subject to the agreement of a two-stage industrial masterplan.
- B. Explore whether Build to Rent homes (meeting the London Plan and Local Plan Part 1 definitions), including affordable housing preferably for London Living Rent, are appropriate for this site or parts of this site. All Build to Rent development in the borough will be expected to explore the potential to offer affordable housing to local key workers.
- C. Provide a cultural destination at the heart of the neighbourhood.

- D. Provide commercial uses on site of a size and scale that would support the new and local residential population, and which would complement rather than compete with the offering in Leyton District Centre. This should include an early years facility alongside other appropriate town centre uses, such as workspace, retail, and food and beverage uses. The quantum of uses should be informed through the detailed design process and an assessment of need should be made at the application stage.
- E. Provide modern, flexible industrial floorspace in line with Locally Significant Industrial Site (LSIS) designation of site that is greater than the existing industrial floorspace capacity. Design-led testing indicates capacity for approximately 30,000 sqm of LSIS-compliant industrial floorspace, which should include storage and distribution uses, and should be supported by appropriate yard space. Industrial uses must be completed ahead of other uses in accordance with 'industry first' principles.
- F. Develop a comprehensive, site wide masterplan and design code for the site to ensure that the delivery is cohesively planned. As a designated Locally Significant Industrial Site, the masterplan should accord with the two-stage industrial masterplan as set out in Waltham Forest Local Plan Part 1, and should be agreed with the GLA and the Council.
- G. Contribute to the delivery of a new station at Ruckholt Road.
- H. Contribute to the delivery of a green cycle and pedestrian bridge into Temple Mills (R19085) and the Queen Elizabeth Olympic Park from Leyton Mills Retail Park (R19001).
- I. Provide well designed active ground-floor frontages onto pedestrian-focused routes throughout the site, ensuring that these relate positively to the surrounding context and maximise natural surveillance to ensure community safety for all.
- J. Provide a new public, civic square to support the new cultural destination and modern industrial provision, supported by a range of other well connected, safe and accessible new public spaces throughout the site. The public square should incorporate biodiverse green amenity and play space, and should provide outdoor space for cafes and restaurants, as well as temporary pop-up events.
- K. Provide ecological and biodiversity enhancements to the setting of the Old River Lea and the verdant character of the Hackney Marshes, including by ensuring buildings are sufficiently set-back (by creating a green buffer of at least 30m from the river edge, and of at least 15m from the edge of the East Marsh in Hackney Marshes), are limited in height closest to the green buffer, and screened by sufficiently dense planting to enhance views and character. Built development must not encroach into the area of land shown as 'non-developable' on the Site Boundary and Constraints Plan. Public access must also be restricted within the 30m green buffer, however proposals should explore the possibility of created a public raised board-walk and viewing platform, at a suitable distance, to allow the public to appreciate the Old River Lea could be introduced at an appropriate location. The Old River Lea is designated as a Site of Importance for Nature Conservation (SINC).

- L. Deculvert the Dagenham Brook and create a new ecological park around it which incorporates adventure and nature-focused play and learning spaces. Proposals should also explore the possibility of deculverting the Fillebrook River to the east of the site to create green space and Sustainable Drainage Systems (SuDS).
- M. Retain and enhance significant and/or mature trees by incorporating them into the layout and landscape design, and suitably protecting them during construction and operation. This includes root protection as well as crown growth in proximity to buildings over the tree's natural lifespan.
- N. Deliver new and enhanced greening and biodiversity throughout and around the site, including through the provision of tree planting, green spaces, and green roofs.
- O. Deliver new and pedestrian and cycling connectivity through the site and on towards the new station at Ruckholt Road and the Queen Elizabeth Park, including through the provision of safe crossing points over Ruckholt Road / Eastway and Temple Mills Lane, protected space for cyclists, and improvements to pavements
- P. Deliver a new and enhanced pedestrian and cycling route from the site into Hackney Marshes and onto the wider Lea Valley Regional Park via the existing 'green' bridge over the Old River Lea, subject to agreement with the London Borough of Hackney and the Lea Valley Regional Park Authority.
- Q. Incorporate bus access into the site, including the provision of new bus stops, to allow for a high level of inclusive accessibility.
- R. Provide safe, well defined and well managed servicing and delivery access to the site from Eastway. To directly and safely serve the industrial uses, Heavy Goods Vehicle (HGV) access route should be provided from Eastway.
- S. Demonstrate that there would be no adverse impact on the amenity of future occupiers from noise, vibrations or light associated with the continued effective operation of the railway. Proposals should consider how effective landscaping can contribute to this, whilst retaining a sufficient easement between the railway and any buildings to enable access for maintenance and servicing.
- T. Design and site buildings to ensure that any pollution, including noise, light and air, that may arise from the co-location of residential and other uses, such as industry and the cultural hub, are appropriately mitigated, in line with the Agent of Change principle.
- U. Mitigate the impact of any localised poor air quality from Ruckholt Road / Eastway on the site through the appropriate design and siting of the buildings, the correct use of appropriate building materials, and responsive landscaping design and ecological buffers. The redevelopment of this site in accordance with Local Plan Part 1 policies relating to car free development and better management of servicing and deliveries will reduce the number of car-based trips based on the previous car-generating use, contributing to improved air quality locally and across the borough as a whole.

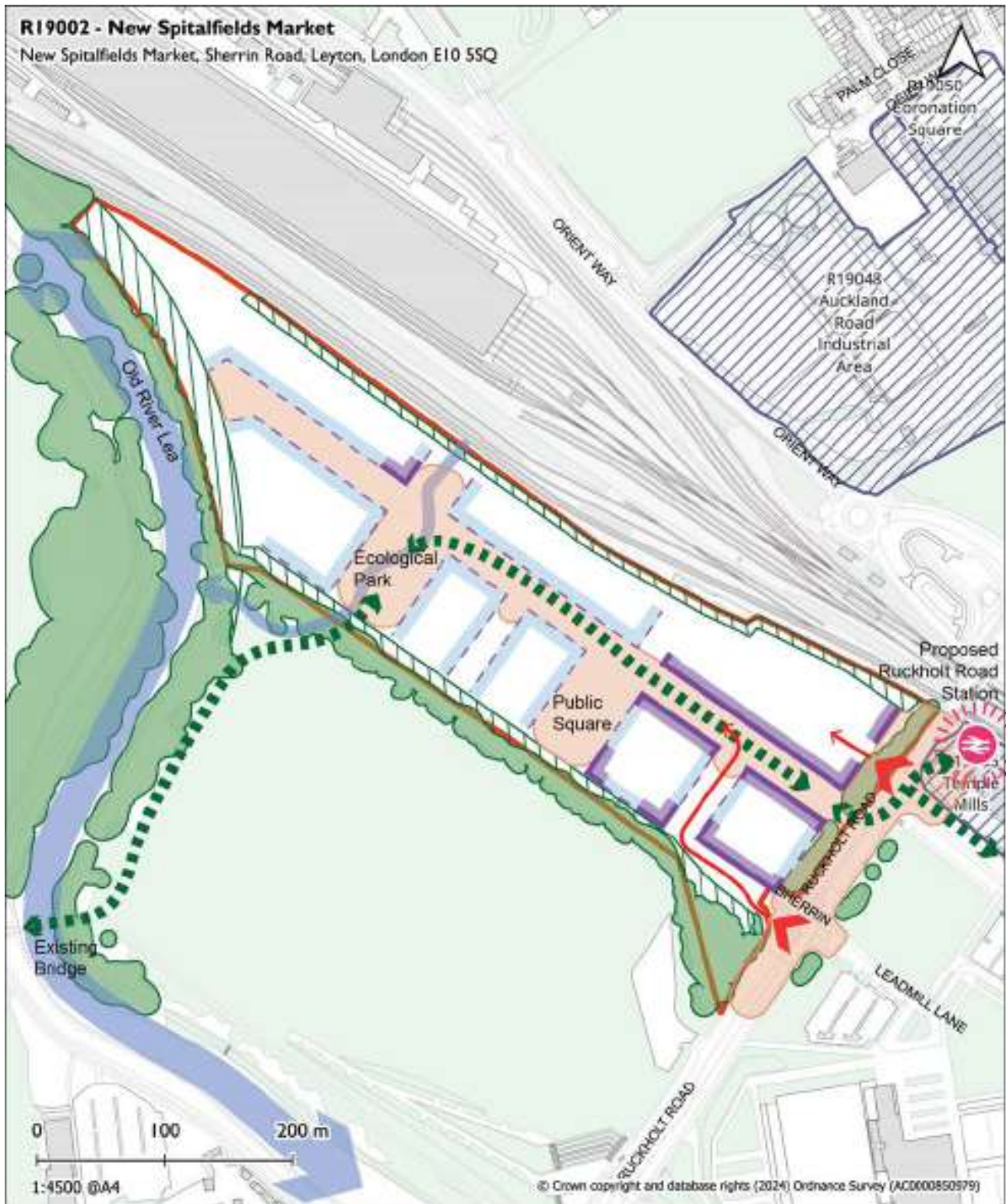
- V. Mitigate the Flood Zone 2 fluvial flood risk across the site through the use of effective design, siting buildings to the lowest flood risk areas and prioritising vulnerable uses and/or infrastructure to be sited away from the areas of highest flood risk. Deculverting sections of the Dagenham Brook and Fillebrook would provide Sustainable Drainage Systems (SuDS) to help alleviate pluvial flooding in the area. Applicants must engage with the Environment Agency at the earliest possible opportunity.
- W. Provide a high-level district heat network feasibility study, to be agreed with the LPA (and the GLA, if required). This site has been identified as lying within a 'Zone of Interest' for future district heat network expansion in conjunction with the development of a future Strategic Heat Main extension into the borough. Applicants should engage with the Council at the earliest opportunity.
- X. Explore the potential to provide a construction skills training facility and an employment, business and skills centre on site, should this be relocated from the London Academy of Sustainable Construction site (R19118). These could be co-located with other community facilities.
- Y. Explore the potential for meanwhile uses on the site, including within the main market hall structure following the relocation of the existing market function.
- Z. Support the principles of and ensure compliance with the Leyton Mills Supplementary Planning Document (2024).
- AA. Support the principles set out within the Dagenham Brook River Restoration Corridor Strategy (2022), or subsequent updates to this work.

SUPPORTING TEXT

14.6 Where proposals seek to introduce uses other than industrial (and related) uses, this must be supported by and compliant with an approved industrial masterplan. The masterplan must be developed in partnership with the Council and the Greater London Authority (GLA), and with the principles set out in Local Plan Part 1 Policy 29 (Industrial Masterplan Approach) and London Plan Policy E7 (Industrial intensification, co-location and substitution), as well as relevant guidance in the Industrial Intensification Supplementary Planning Document (SPD) and the Industrial Land and Uses London Plan Guidance (LPG). The masterplan must consider the entire Locally Significant Industrial Site (LSIS). The Leyton Mills SPD satisfies the initial requirements of the two-stage masterplan process.

14.7 Development on this site is anticipated to continue beyond the Local Plan period, which runs until 2035. As development of this site is likely to be phased, some new homes are anticipated to be completed outside of the Local Plan period. These are not included within the evidence of housing supply to meet identified needs prepared in support of this Plan.

New Spitalfields Market (R19002) - Placemaking Plan



Please read in conjunction with the 'Placemaking Plan Key', which can be found at the end of the document.

South Waltham Forest - Other

South Waltham Forest - Infrastructure Requirements

15.1 To ensure that growth is inclusive and sustainable, development must contribute to the delivery of key infrastructure in accordance with policy 96. This includes borough-wide infrastructure, such as affordable housing and workspace, tree planting and biodiversity, flood mitigation measures including Sustainable Drainage Systems (SuDS), and investment in educational facilities, cultural initiatives, and heritage assets. This list sets out the specific requirements identified to be delivered in South Waltham Forest based on a snapshot of the Infrastructure Delivery Plan (IDP) at the time of drafting. It is very likely that much of it will serve communities outside South Waltham Forest too, and it may therefore be necessary for development outside the Strategic Location to make appropriate contributions to its delivery.

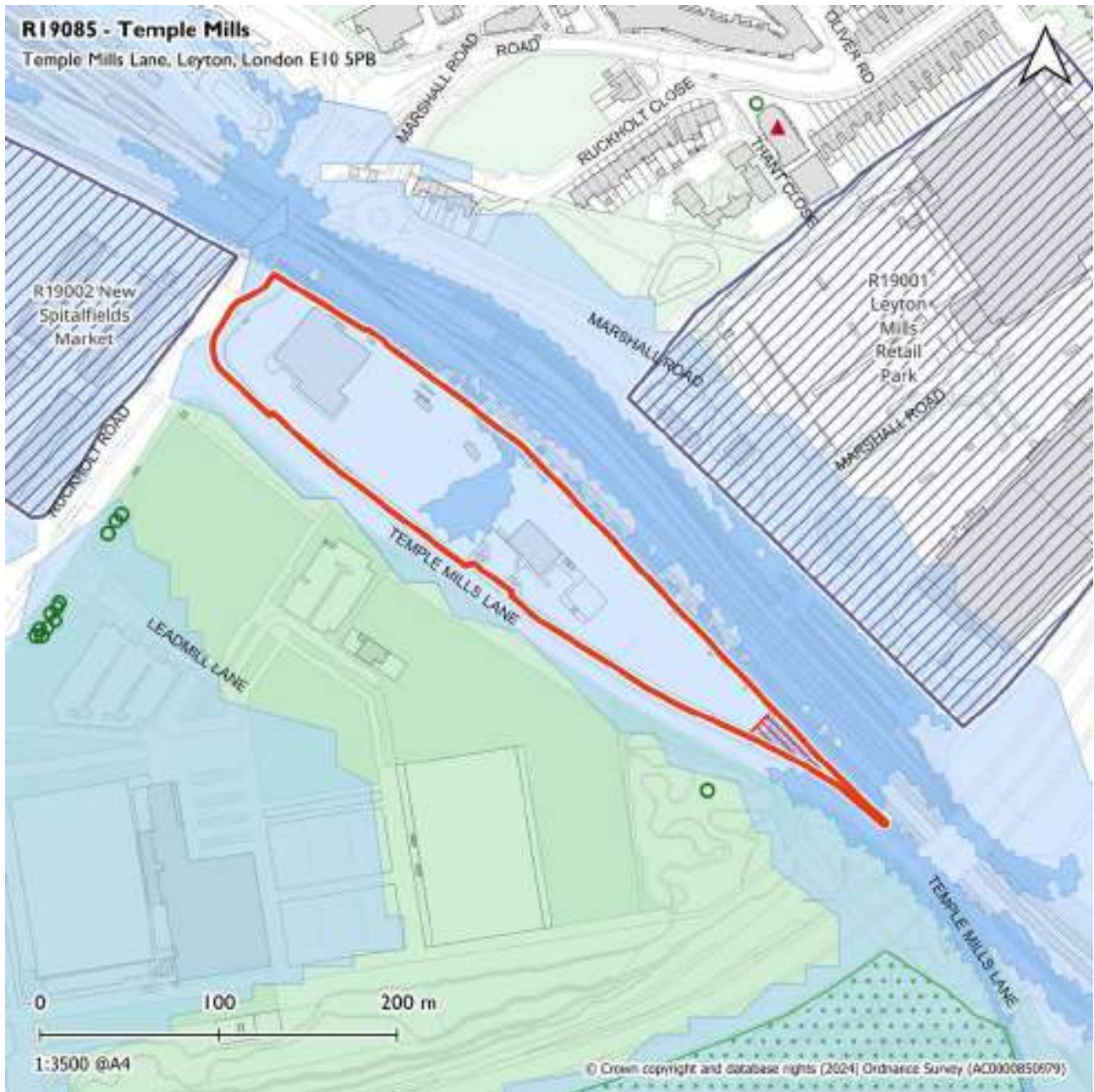
15.2 Development proposals within South Waltham Forest will be expected to deliver or contribute towards the delivery of the following infrastructure items:

<p>1. Education</p>	<ul style="list-style-type: none"> i. Expansion of Kelmscott School to provide new classroom teaching block. ii. Development and expansion of early years' and childcare facilities in the area. iii. Expansion of Belmont Park Special School to include a new drama studio, recording facilities, therapeutic hub spaces and other specialist spaces. iv. Provision of an Alternative Provision Unit (APU) at North Birkbeck Road in Leytonstone to support diverse educational needs for secondary school pupils. v. Expansion of Norlington Boys School to create a new sports hall and teaching classrooms, dining and servery areas.
<p>2. Employment and Social and Community Infrastructure</p>	<ul style="list-style-type: none"> i. Provision of new District Heating Network (DHN) at Coronation Square, Leyton with the capacity to serve the development and an additional 1,450 new homes close to the site. ii. Provision of Decentralised Energy Networks (DENs) and heat pumps to mitigate impacts of the Climate Emergency. iii. Provision of youth spaces in local libraries in the south of the borough, as part of Welcome Hub project that supports residents at the earliest point of need within their neighbourhoods.
<p>3. Flood Mitigation</p>	<ul style="list-style-type: none"> i. Provision of flood storage within eastern field of Leyton Sixth Form College. ii. Implementation of Upper Leytonstone Flood Mitigation Scheme to include permeable paving and raingarden at Esther Road, Kings Passage and Wadley Road.

<p>4. Green and Blue Infrastructure</p>	<p>i. Refurbishment of adventure play equipment at Leyton Manor Park.</p> <p>ii. Landscape improvements at Leytonstone Linear Park including installation of new seats.</p> <p>iii. Enhancement and promotion of St James Park, Low Hall Conservation Area and Low Hall Sports Ground as a single site with consistent signage and improved access between the north and south.</p>
<p>5. Health</p>	<p>i. Provision of new integrated drug and alcohol service in the south of the borough.</p>
<p>6. Suitable Alternative Natural Greenspaces (SANGs)</p>	<p>i. The SANGs sites identified as potentially providing visitor uplift capacity for new homes in South Waltham Forest include:</p> <ul style="list-style-type: none"> ● Drapers Field ● Eton Manor ● Langthorne Park ● Leyton Cricket Ground and Brewster Road Park ● Leyton Jubilee Park ● Leyton Mills Retail Park ● St John the Baptist Churchyard ● St Patrick's RC Cemetery ● Sidmouth Park and Coronation Gardens ● Banbury Reservoir ● St Mary's Church Yard ● Town Square and Gardens ● Queens Road Cemetery ● Thomas Gamuel Park ● Brewster Road Park ● Low Hall Farm ● Roding Valley Link ● Sidmouth Park and Coronation Garden

<p>7. Transport</p>	<ul style="list-style-type: none"> i. Delivery of North Leytonstone Liveable Neighbourhood scheme to support Healthy Streets and Mayor’s Transport Strategy (MTS) objectives, significantly improving connectivity for active and sustainable travel between Lea Bridge, Walthamstow Central and Leytonstone Town Centre. ii. Creating a new segregated cycle lane between Leytonstone High Road and Maryland station in the south. iii. Provision of increased number of rapid Electric Vehicle (EV) charging points in the area. iv. Introduction of traffic calming measures such as modal filters and greening at existing modal filters in Leytonstone. v. Extend Primary Cycle Network between Woodford New Road and Snaresbrook Road junction. vi. Enhanced safe, green walking and cycling routes, and connectivity to local open spaces through the provision of signage and streetscape improvements.
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Temple Mills (R19085)



Please read in conjunction with the 'Site Boundary and Constraints Plan Key', which can be found at the end of the document.

Address:	Temple Mills Lane, Leyton, London E10 5PB		
Previous site reference:	N/A	Ward:	Leyton
Site Size (Ha):	2.29	Ownership:	Public
Consent Status:	None	Planning Reference(s):	N/A
Planning Designations:	Area potentially suitable for tall building(s)*; LSIS; APA; TPO (adjacent); AQMA; Flood Zone 2; Flood Zone 3a; CDA; MOL (adjacent); LVRP; Playing Fields (adjacent); Green Corridor (adjacent); LVOA.		

Footnote to Planning Designations - *This site has been identified as a location where a building/buildings of 18 storeys or more may be acceptable, within an indicative range of 18 - 25 storeys. This is subject to contextual analysis, a robust placemaking strategy, and assessment against all relevant policies set out within Local Plan Part 1, including Policy 54 Tall Buildings. This site is proposed through this document to be designated as a 'Location Suitable for Tall Buildings'. This is set out in more detail under 'Policy Map Changes'.

Temple Mills (R19085) - Site Allocation

Site Allocation

- A. Reprovide, improve and modernise the bus depot and provide new homes, commercial uses and new public realm and accessible, biodiverse green open spaces.

Indicative Capacities

- B. Modern bus depot
- C. 700 homes
- D. 550 sqm non-residential uses

Potential Delivery Timescale

- E. Development of the site is expected to be completed in

2020-2025	2025-2030	2030-2035
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Character-led Intensification Approach

- F. Transformation

Temple Mills (R19085) - Site Requirements

In order to secure planning permission, development proposals will be expected to

- A. Retain or reprovide an improved and modernised bus depot, ensuring any additional uses do not negatively impact on its effective operation in line with the Agent of Change principle. The bus depot should be updated to accommodate a fully electric bus fleet.
- B. Safeguard land for the construction and operation of Ruckholt Road Station and contribute to its delivery.
- C. Optimise the capacity of the site to deliver approximately 700 high quality, accessible, sustainable homes, including affordable housing, subject to a two-stage industrial masterplan. This site allocation, or parts of this site allocation, may be suitable for the provision of high quality, sustainable, accessible Purpose-Built Student Accommodation, including affordable student accommodation, subject to compliance with all relevant planning policy tests and demonstrated by an assessment of need. Purpose-Built

Student Accommodation in the borough is expected to have a nomination agreement for occupation by students of one or more higher education provider(s), with the priority being provision for the University of Portsmouth.

- D. Explore whether Build to Rent homes (meeting the London Plan and Local Plan Part 1 definitions), including affordable housing preferably for London Living Rent, are appropriate for this site or parts of this site. All Build to Rent development in the borough will be expected to explore the potential to offer affordable housing to local key workers.
- E. Provide new commercial uses of a size and scale that would support the new and local residential population, animate the new public plaza and serve the new station, and which would complement rather than compete with the offering in Leyton District Centre. Uses that are considered particularly suitable for this site include retail and food and beverage uses. The quantum of uses should be informed through the detailed design process and an assessment of need should be made at the application stage.
- F. Demonstrate that there would be no adverse impact on the amenity of future occupiers from noise, vibrations or light associated with the continued effective operation of the railway. Proposals should retain a sufficient easement between the railway and any buildings to enable access for maintenance and servicing.
- G. Create new high quality pedestrian-focused public realm in the form of a new public plaza which signifies and celebrates the approach to Ruckholt Road Station. This should include seating and should be green, safe and accessible to all.
- H. Contribute to the delivery of, and safeguarding land for, a green cycle and pedestrian bridge into the Queen Elizabeth Olympic Park from Leyton Mills Retail Park (R19001).
- I. Enhance existing pedestrian and cycling connectivity along Eastway and Ruckholt Road, including providing protected cycling crossings at the junction with Temple Mills Lane and into the New Spitalfields site (R19002). The segregated cycle infrastructure on Eastway must be maintained and kept safe and accessible to all throughout construction.
- J. Deliver new and enhanced greening and biodiversity throughout around the site, including through the provision of tree planting, green spaces, and green roofs.
- K. Retain and enhance significant and/or mature trees by incorporating them into the layout and landscape design, and suitably protecting them during construction and operation. This includes root protection as well as crown growth in proximity to buildings over the tree's natural lifespan.
- L. Mitigate the impact of any localised poor air quality from Ruckholt Road / Eastway on the site through the appropriate design and siting of the buildings, the correct use of appropriate building materials, and responsive landscaping design and ecological buffers. The redevelopment of this site in accordance with Local Plan Part 1 policies relating to car free development and better management of servicing and deliveries will reduce the number of car-based trips, contributing to improved air quality locally and across the borough as a whole.

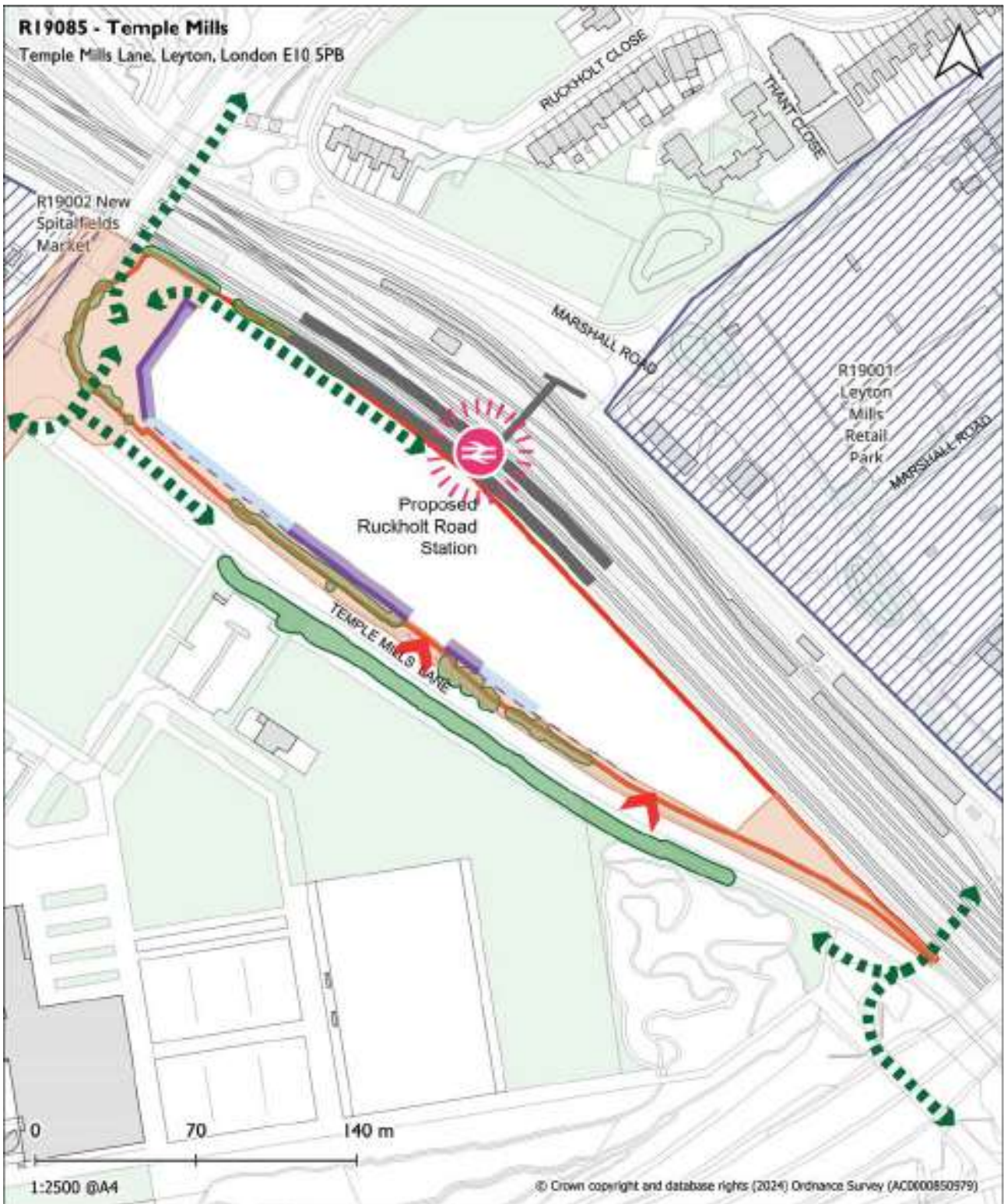
- M. Mitigate the Flood Zone 2 and Flood Zone 3 fluvial flood risk across the site through the use of effective design, siting buildings to the lowest flood risk areas and prioritising vulnerable uses and/or infrastructure to be sited away from the areas of highest flood risk. Built development must not encroach into the area of land shown as 'non-developable' on the Site Boundary and Constraints Plan. Applicants must engage with the Environment Agency at the earliest possible opportunity.
- N. Mitigate existing pluvial flood risk to the north west and south east of the site to achieve greenfield run off rates through appropriate design, including Sustainable Drainage Systems (SuDS) where appropriate. Development should also make efforts to reduce pluvial flood risk off site.
- O. Provide a high-level district heat network feasibility study, to be agreed with the LPA (and the GLA, if required). This site has been identified as lying within a 'Zone of Interest' for future district heat network expansion in conjunction with the development of a future Strategic Heat Main extension into the borough. Applicants should engage with the Council at the earliest opportunity.
- P. Support the principles of and ensure compliance with the Leyton Mills Supplementary Planning Document (2024).

SUPPORTING TEXT

15.3 Where proposals seek to introduce uses other than industrial (and related) uses, this must be supported by and compliant with an approved industrial masterplan. The masterplan must be developed in partnership with the Council and the Greater London Authority (GLA), and with the principles set out in Local Plan Part 1 Policy 29 (Industrial Masterplan Approach) and London Plan Policy E7 (Industrial intensification, co-location and substitution), as well as relevant guidance in the industrial Intensification Supplementary Planning Document (SPD) and the Industrial Land and Uses London Plan Guidance (LPG). The masterplan must consider the entire Locally Significant Industrial Site (LSIS).

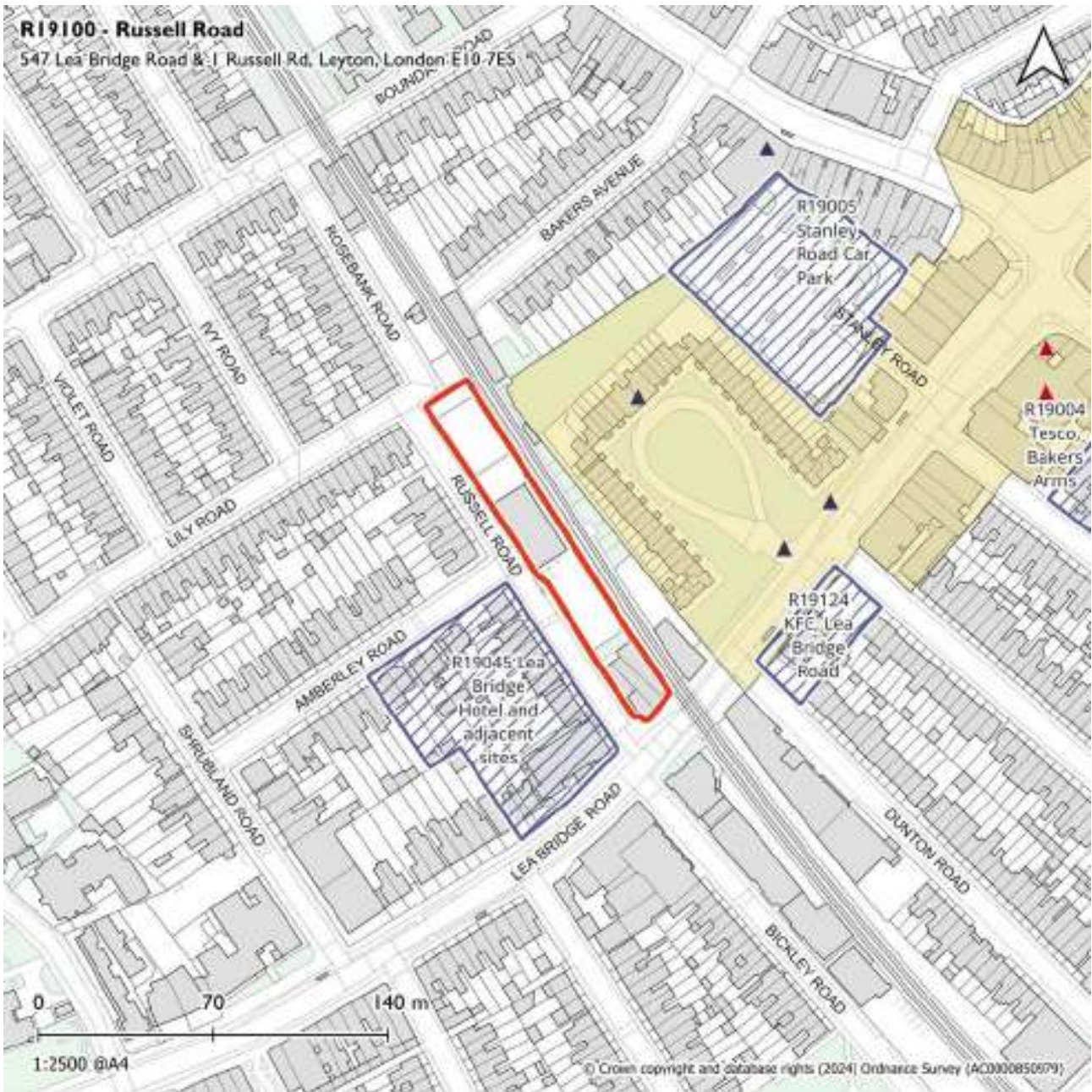
15.4 Development on this site is anticipated to continue beyond the Local Plan period, which runs until 2035. As development of this site is likely to be phased, the new homes are anticipated to be completed outside of the Local Plan period. These are not included within the evidence of housing supply to meet identified needs prepared in support of this Plan.

Temple Mills (R19085) - Placemaking Plan



Please read in conjunction with the 'Placemaking Plan Key', which can be found at the end of the document.

Russell Road (R19100)



Please read in conjunction with the 'Site Boundary and Constraints Plan Key', which can be found at the end of the document.

Address:	1 Russell Rd, Leyton, London E10 7ES		
Previous site reference:	N/A	Ward:	Lea Bridge
Site Size (Ha):	0.23	Ownership:	Public
Consent Status:	None	Planning Reference(s):	N/A
Planning Designations:	Conservation Area (adjacent); APA; TPO (adjacent); AQFA; AQMA.		

Russell Road (R19100) - Site Allocation

Site Allocation

- A. Reprovide commercial uses and provide new homes, new and enhanced public realm and accessible, biodiverse green open spaces.

Indicative Capacities

- B. 40 homes
- C. 250 sqm town centre uses.

Potential Delivery Timescale

- D. Development of the site is expected to be completed in

2020-2025	2025-2030	2030-2035
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Character-led Intensification Approach

- E. Transition

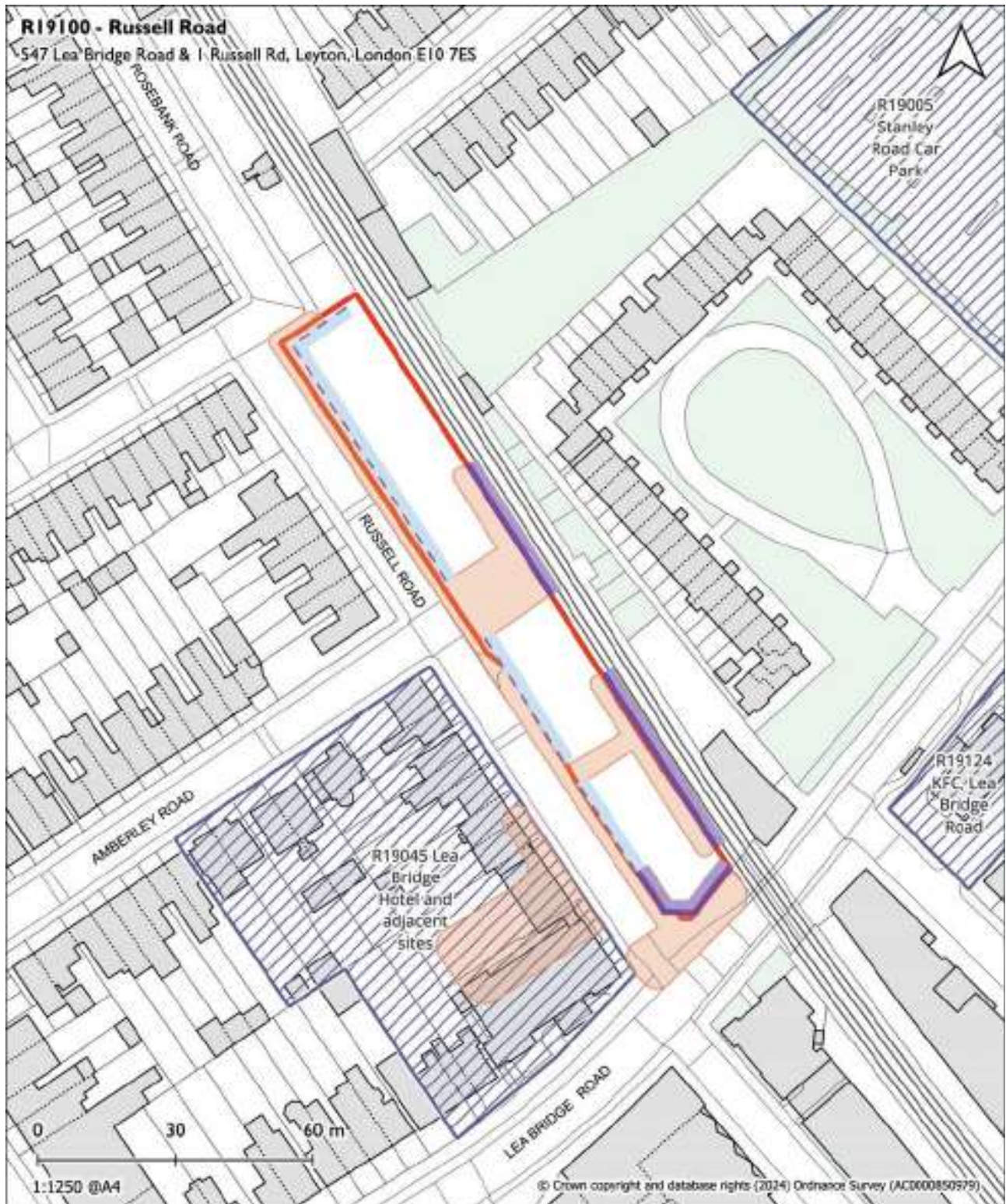
Russell Road (R19100) - Site Requirements

In order to secure planning permission, development proposals will be expected to

- A. Optimise the capacity of the site to deliver approximately 40 high quality, accessible, sustainable homes, including affordable housing.
- B. Provide commercial uses of a size and scale that is appropriate for the edge of centre location and which complements the Bakers Arms District Centre’s existing offer, including by exploring the potential activation of arches and the adjacent public realm to provide space for small businesses. Uses that are considered particularly suitable for this site include workspace and food and beverage uses. The quantum of uses should be informed through the detailed design process and an assessment of need should be made at the application stage, including through reference to vacancy rates within the designated centre, and their provision must not undermine the viability and vitality of the centre.
- C. Provide well designed active commercial ground-floor uses on to Lea Bridge Road, and active residential ground-floor frontage onto Russell Road, ensuring that this relates positively to the surrounding context and maximises natural surveillance to ensure community safety for all.
- D. Enhance the existing public realm on Lea Bridge Road and Russell Road to deliver a pedestrian-focused environment which is green, safe and accessible to all.

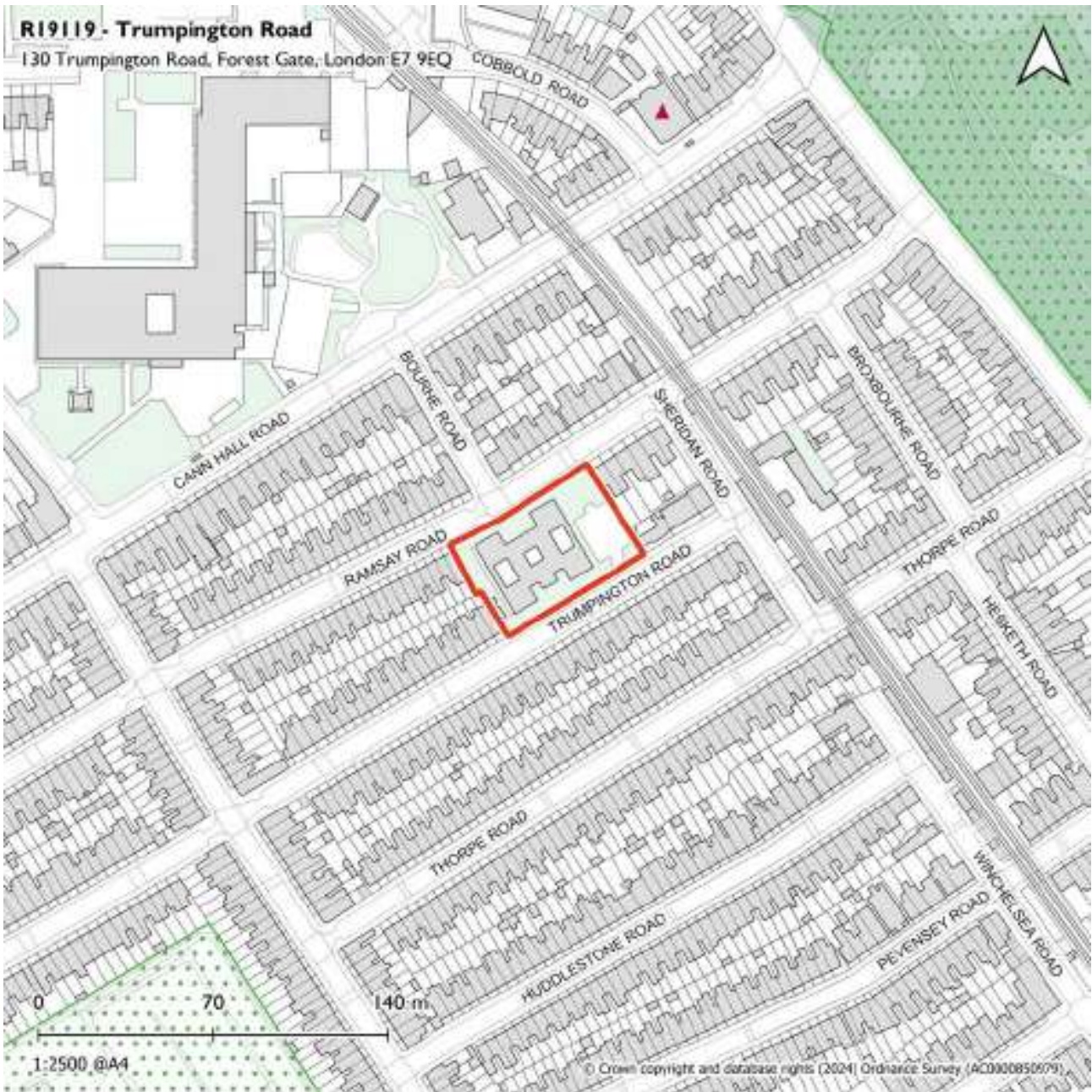
- E. Deliver new and enhanced greening and biodiversity throughout and around the site, including through the provision of tree planting, green spaces, and green roofs.
- F. Preserve or enhance the significance, setting and key views of the Bakers Arms Conservation Area and the heritage assets within it, including the Grade II listed Bakers Almshouses. In particular, development will be expected to preserve views out of the Bakers Almshouses courtyard, protecting the roofline and building silhouette.
- G. Mitigate the impact of any localised poor air quality from Lea Bridge Road on the site through the appropriate design of the buildings, the correct use of appropriate building materials, and responsive landscaping design and ecological buffers. The redevelopment of this site in accordance with Local Plan Part 1 policies relating to car free development and better management of servicing and deliveries will reduce the number of car-based trips based on the previous car-generating use, contributing to improved air quality locally and across the borough as a whole.

Russell Road (R19100) - Placemaking Plan



Please read in conjunction with the 'Placemaking Plan Key', which can be found at the end of the document.

Trumpington Road (R19119)



Please read in conjunction with the 'Site Boundary and Constraints Plan Key', which can be found at the end of the document.

Address:	130 Trumpington Road, Forest Gate, London E7 9EQ		
Previous site reference:	N/A	Ward:	Leytonstone
Site Size (Ha):	0.27	Ownership:	Public
Consent Status:	None	Planning Reference(s):	N/A
Planning Designations:	AQMA.		

Trumpington Road (R19119) - Site Allocation

Site Allocation

- A. Provide new homes, new and enhanced public realm and accessible, biodiverse green open spaces.

Indicative Capacities

- B. 25 homes

Potential Delivery Timescale

- C. Development of the site is expected to be completed in

2020-2025	2025-2030	2030-2035
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Character-led Intensification Approach

- D. Reinforcement

Trumpington Road (R19119) - Site Requirements

In order to secure planning permission, development proposals will be expected to

- A. Optimise the capacity of the site to deliver approximately 25 high quality, accessible, sustainable homes, including affordable housing.
- B. Provide well designed active residential ground-floor frontage onto Trumpington Road and Ramsay Road, ensuring that this relates positively to the surrounding context and maximises natural surveillance to ensure community safety for all.
- C. Deliver new and enhanced greening and biodiversity throughout and around the site, including through the provision of tree planting, green spaces, and green roofs.
- D. Retain and enhance significant and/or mature trees by incorporating them into the layout and landscape design, and suitably protecting them during construction and operation. This includes root protection as well as crown growth in proximity to buildings over the tree's natural lifespan.

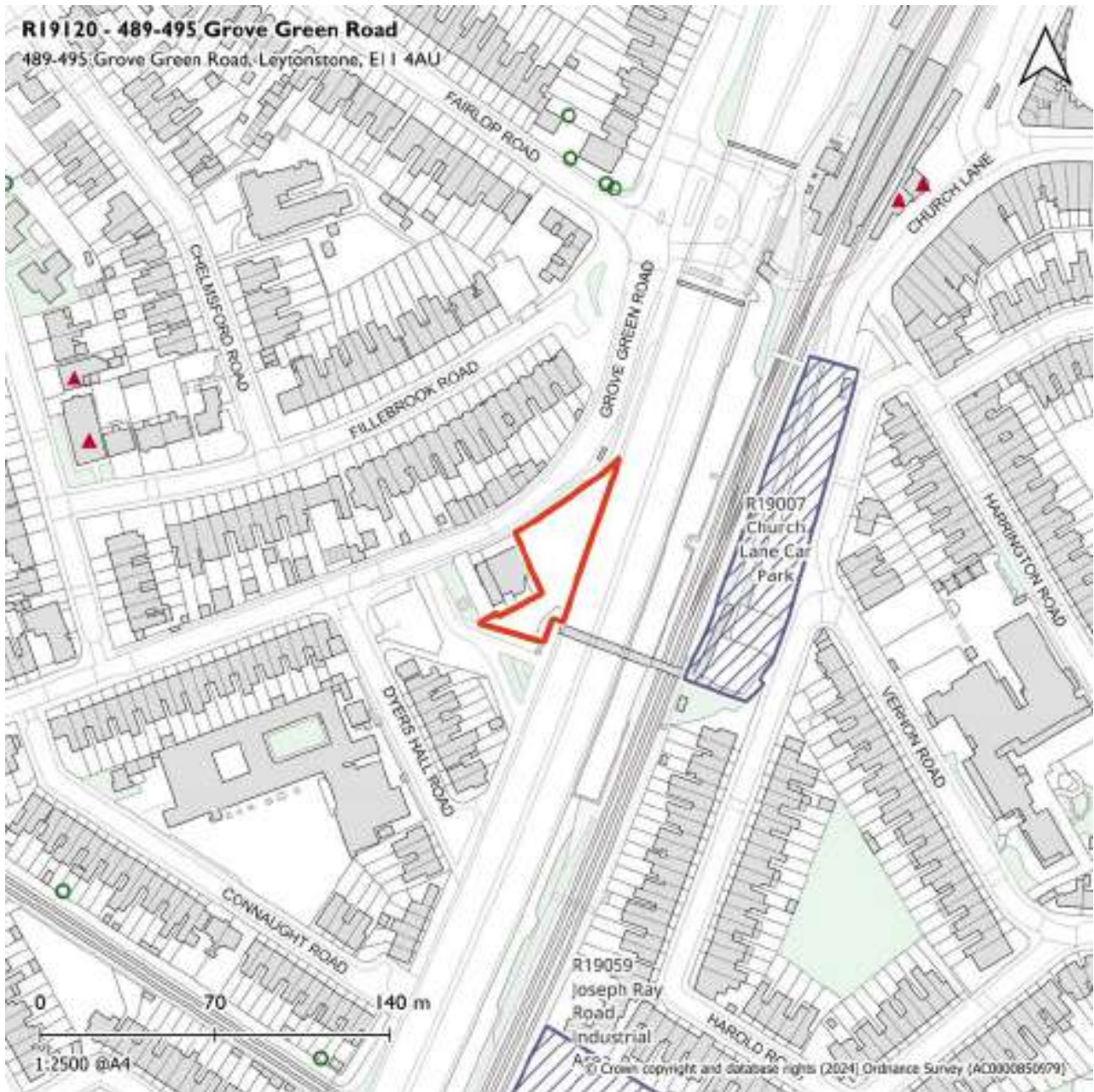
- E. Mitigate any groundwater flood risk, which is identified as being greater than 75% across the site, through appropriate design and siting of the buildings. Any basement development or excavation will be required to provide a Basement Impact Assessment and will be required to demonstrate that development will not unduly displace groundwater to neighbouring properties or increase the flood risk of these properties.
- F. Ensure there is sufficient care home provision to meet local needs prior to the redevelopment of the site, or make contributions to mitigate for the loss of the community facility provision, planning for the provision of healthcare infrastructure in line with the borough's inclusive growth ambitions, as set out within the Infrastructure Delivery Plan.

Trumpington Road (R19119) - Placemaking Plan



Please read in conjunction with the 'Placemaking Plan Key', which can be found at the end of the document.

489-495 Grove Green Road (R19120)



Please read in conjunction with the 'Site Boundary and Constraints Plan Key', which can be found at the end of the document.

Address:	489-495 Grove Green Road, Leytonstone, E11 4AU		
Previous site reference:	N/A	Ward:	Leytonstone
Site Size (Ha):	0.13	Ownership:	Private
Consent Status:	None	Planning Reference(s):	N/A
Planning Designations:	SINC; AQMA; CDA.		

489-495 Grove Green Road (R19120) - Site Allocation

Site Allocation

- A. Provide new homes, new and enhanced public realm and accessible, biodiverse green open spaces.

Indicative Capacities

- B. 20 homes

Potential Delivery Timescale

- C. Development of the site is expected to be completed in

2020-2025	2025-2030	2030-2035
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Character-led Intensification Approach

- D. Transition

489-495 Grove Green Road (R19120) - Site Requirements

In order to secure planning permission, development proposals will be expected to

- A. Optimise the capacity of the site to deliver approximately 20 high quality, accessible, sustainable homes, including affordable housing.
- B. Provide well designed active residential, ground-floor frontage onto Grove Green Road, ensuring that this relates positively to the surrounding context and maximises natural surveillance to ensure community safety for all.
- C. Create new high quality pedestrian-focused public realm in the northern part of the site adjacent to the bus stop, which is green, safe and accessible to all.
- D. Enhance existing pedestrian and cycling connectivity to the bridge over the A12 and railway at the south of the site. This connection should be safe and accessible to all, overlooked, well lit and attractively designed.
- E. Deliver new and enhanced greening and biodiversity throughout and around the site, including through the provision of tree planting along the eastern border with the A12, green spaces, and green roofs.
- F. Mitigate the impact of any localised poor air quality from the A12 on the site through the appropriate design of the buildings, the correct use of appropriate building materials, and responsive landscaping design and ecological buffers. The redevelopment of this site in accordance with Local Plan Part 1 policies relating to car free development and

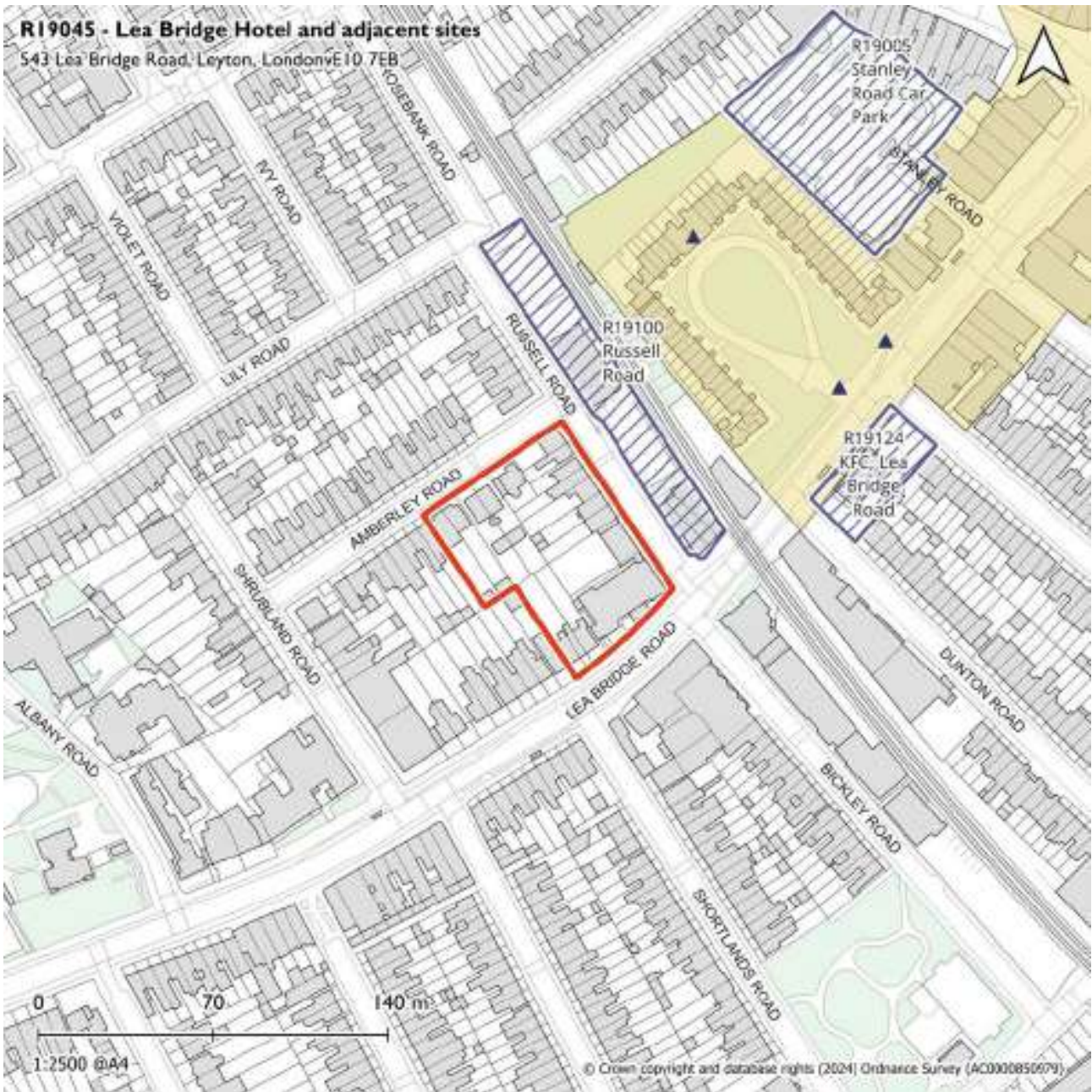
better management of servicing and deliveries will reduce the number of car-based trips based on the previous car-generating use, contributing to improved air quality locally and across the borough as a whole.

489-495 Grove Green Road (R19120) - Placemaking Plan



Please read in conjunction with the 'Placemaking Plan Key', which can be found at the end of the document.

Lea Bridge Hotel and adjacent sites (R19045)



Please read in conjunction with the 'Site Boundary and Constraints Plan Key', which can be found at the end of the document.

Address:	543 Lea Bridge Road, Leyton, London E10 7EB		
Previous site reference:	SA75	Ward:	Lea Bridge
Site Size (Ha):	0.51	Ownership:	Private
Consent Status:	None	Planning Reference(s):	N/A
Planning Designations:	Conservation Area (adjacent); APA; TPO; AQMA.		

Lea Bridge Hotel and adjacent sites (R19045) - Site Allocation

Site Allocation

- A. Provide new homes, commercial uses, new and enhanced public realm and accessible, biodiverse green open spaces.

Indicative Capacities

- B. 100 homes
- C. Non-residential uses to be determined through detailed application

Potential Delivery Timescale

- D. Development of the site is expected to be completed in

2020-2025	2025-2030	2030-2035
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Character-led Intensification Approach

- E. Transition

Lea Bridge Hotel and adjacent sites (R19045) - Site Requirements

In order to secure planning permission, development proposals will be expected to

- A. Optimise the capacity of the site to deliver approximately 100 high quality, accessible, sustainable homes, including affordable housing.
- B. Provide commercial uses of a size and scale that is appropriate for the edge of centre location and which complements Bakers Arms District Centre’s existing offer. The quantum of uses should be informed through the detailed design process and an assessment of need should be made at the application stage, including through reference to vacancy rates within the designated centre, and their provision must not undermine the viability and vitality of the centre.
- C. Provide well designed active commercial ground-floor frontage onto Lea Bridge Road and active residential ground-floor frontage onto Amberley Road and Russell Road, ensuring that these relate positively to the surrounding context and maximises natural surveillance to ensure community safety for all.
- D. Enhance the existing public realm on Lea Bridge Road to deliver a pedestrian-focused environment which is green, safe and accessible to all.
- E. Deliver enhanced greening and biodiversity throughout and around the site, including through the provision of tree planting, in particular on Lea Bridge Road, green spaces, and green roofs.

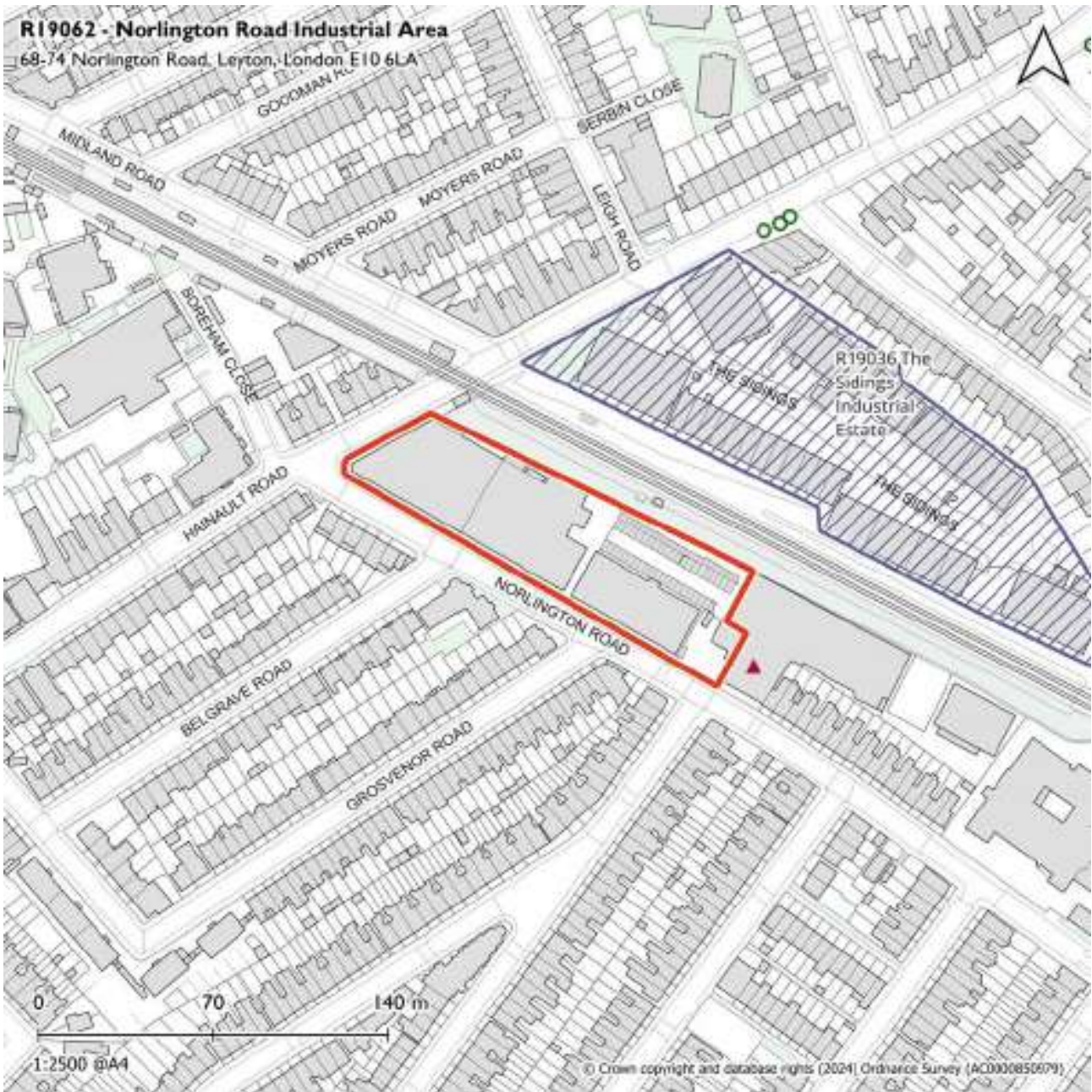
- F. Enhance existing pedestrian and cycling connectivity along Lea Bridge Road, ensuring that the stepped cycle lane is maintained and kept safe and accessible to all throughout construction.
- G. Preserve or enhance the significance, setting and key views of the Bakers Arms Conservation Area and the designated heritage assets within it, including the Grade II listed Bakers Alms Houses. In particular, development will be expected to preserve or enhance views from the grassed area at the centre of the Almshouses, taking into account the views of the roofline, chimneys and corner towers of the listed building
- H. Mitigate the impact of any localised poor air quality from Lea Bridge Road on the site through the appropriate design of the buildings, the correct use of appropriate building materials, and responsive landscaping design and ecological buffers. The redevelopment of this site in accordance with Local Plan Part 1 policies relating to car free development and better management of servicing and deliveries will reduce the number of car-based trips based on the previous car-generating use, contributing to improved air quality locally and across the borough as a whole.
- I. Mitigate any groundwater flood risk, which is identified as being greater than 75% in the southern part of the site, through appropriate design and siting of the buildings. Any basement development or excavation will be required to provide a Basement Impact Assessment and will be required to demonstrate that development will not unduly displace groundwater to neighbouring properties or increase the flood risk of these properties.

Lea Bridge Hotel and adjacent sites (R19045) - Placemaking Plan



Please read in conjunction with the 'Placemaking Plan Key', which can be found at the end of the document.

Norlington Road Industrial Area (R19062)



Please read in conjunction with the 'Site Boundary and Constraints Plan Key', which can be found at the end of the document.

Address:	68-74 Norlington Road, Leyton, London E10 6LA		
Previous site reference:	SA24	Ward:	Grove Green
Site Size (Ha):	0.68	Ownership:	Private
Consent Status:	None	Planning Reference(s):	N/A
Planning Designations:	Locally Listed Building (adjacent); AQMA.		

Norlington Road Industrial Area (R19062) - Site Allocation

Site Allocation

- A. Provide modern, flexible industrial uses, ensuring a net increase in overall industrial capacity, new homes, enhanced public realm with biodiverse landscaping.

Indicative Capacities

- B. 150 homes
- C. 12,850 sqm of industrial uses

Potential Delivery Timescale

- D. Development of the site is expected to be completed in

2020-2025	2025-2030	2030-2035
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Character-led Intensification Approach

- E. Transition

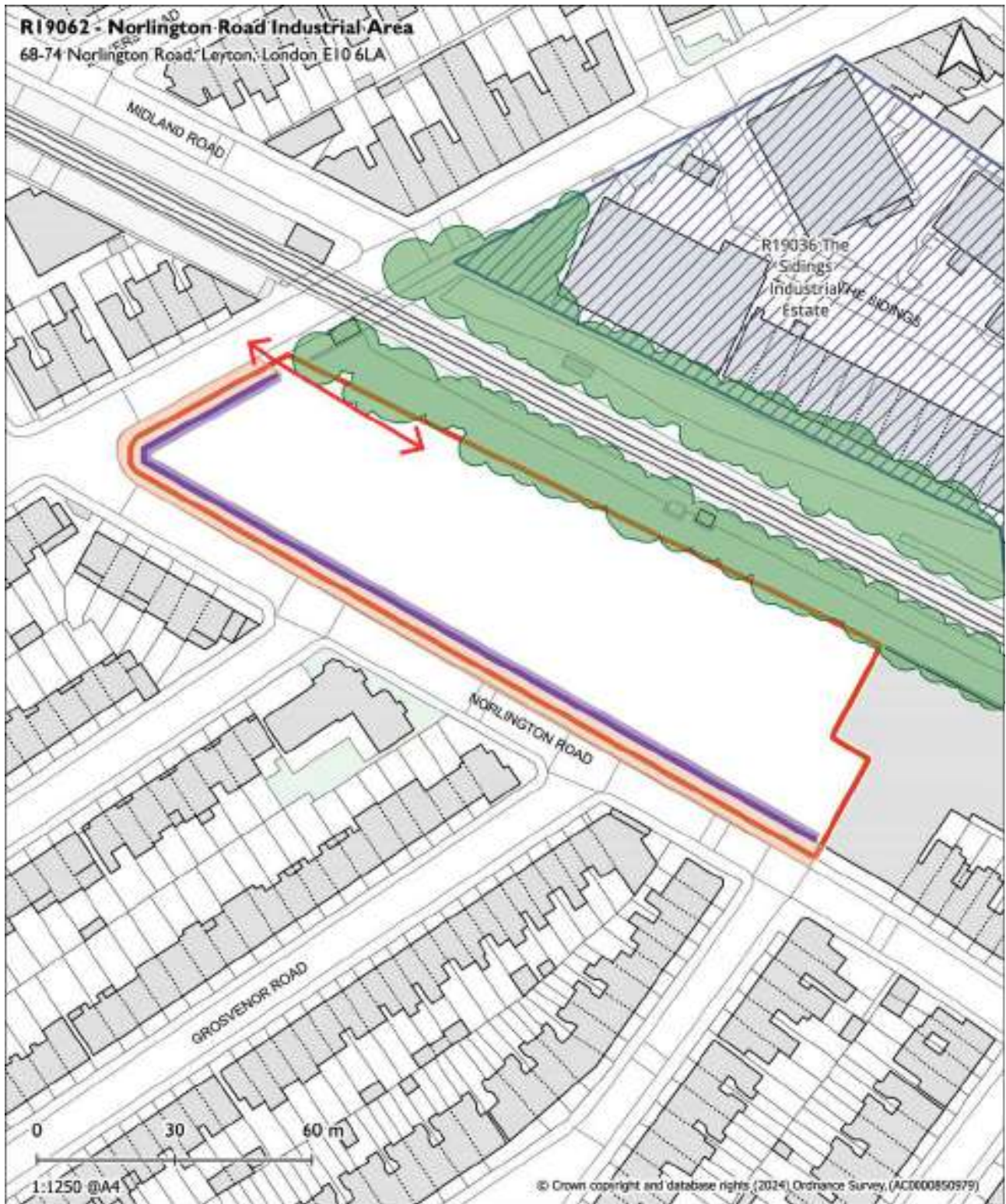
Norlington Road Industrial Area (R19062) - Site Requirements

In order to secure planning permission, development proposals will be expected to

- A. Optimise the capacity of the site to deliver approximately 150 high quality, accessible, sustainable homes, including affordable housing.
- B. Provide as a minimum the full replacement of existing industrial capacity with industrial floorspace uses, and seek to provide an uplift in industrial capacity through the provision of multi-storey schemes and more efficient building typologies. Units should be supported by appropriate yard space, with consideration given to where this could be shared between multiple units and/or businesses. The reference capacity for re-provision is 12,850 sqm.
- C. Provide well designed active industrial ground-floor frontages onto Norlington Road to create a strong street presence and provide an industrial ‘shopfront’. Proposals should use design to establish a better definition between public and private realm, should avoid using hostile boundary treatments, and should maximise natural surveillance to ensure community safety for all.
- D. Avoid harmful impacts on the sensitive edges associated with the residential uses. The design of residential buildings on site should also account for the adjacency with the railway line, which generates a significant level of noise and vibration.

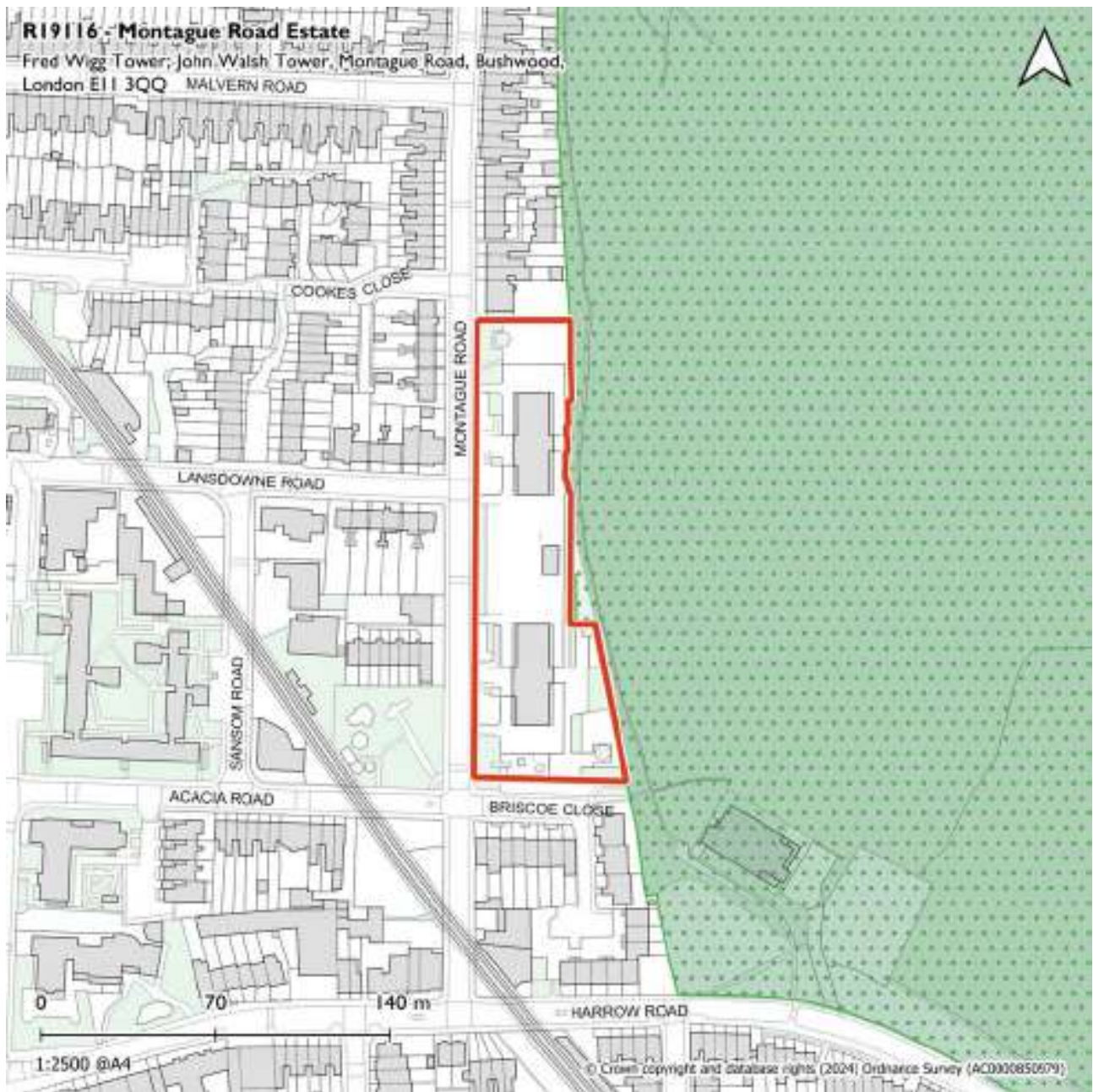
- E. Enhance the existing public realm the junction between Norlington Road and Hainault Road, and extending along Norlington Road, to deliver a pedestrian-focused environment which is green, safe and accessible to all.
- F. Deliver new and enhanced greening and biodiversity throughout and around the site, including through the provision of tree planting, green spaces, and green roofs.
- G. Enhance existing pedestrian and cycling connectivity along Hainault Road and Norlington Road.
- H. Integrate the neighbouring locally listed Walbrook Works into the design of any proposals, preserving the significance of its features of historic interest.
- I. Retain and enhance significant and/or mature trees, including those adjacent to the railway, by incorporating them into the layout and landscape design, and suitably protecting them during construction and operation. This includes root protection as well as crown growth in proximity to buildings over the tree's natural lifespan.
- J. Assess whether a decontamination strategy is required and, if necessary, develop and implement it. The strategy should be independently monitored and verified.

Norlington Road Industrial Area (R19062) - Placemaking Plan



Please read in conjunction with the 'Placemaking Plan Key', which can be found at the end of the document.

Montague Road Estate (R19116)



Please read in conjunction with the 'Site Boundary and Constraints Plan Key', which can be found at the end of the document.

Address:	Fred Wigg Tower; John Walsh Tower, Montague Road, Bushwood, London E11 3QQ		
Previous site reference:	N/A	Ward:	Cann Hall
Site Size (Ha):	0.80	Ownership:	Public
Consent Status:	None	Planning Reference(s):	N/A
Planning Designations:	Area potentially suitable for tall building(s)*; SINC (adjacent); AQMA.		

Footnote to Planning Designations - *This site is proposed through this document to be designated as a 'Location Suitable for Tall Buildings'. This is set out in more detail under 'Policy Map Changes'.

* This site has been identified as a location where a building/buildings of 18 storeys or more may be acceptable, within an indicative range of 18 - 29 storeys. This is subject to contextual analysis, a robust placemaking strategy, and assessment against all relevant policies set out within Local Plan Part 1, including Policy 54 Tall Buildings.

Montague Road Estate (R19116) - Site Allocation

Site Allocation

- A. Regeneration of the estate to provide new homes for existing tenants and new residents, new and enhanced public realm and accessible, biodiverse green open spaces.

Indicative Capacities

- B. 415 homes (gross) / 181 homes (net)

Potential Delivery Timescale

- C. Development of the site is expected to be completed in

2020-2025	2025-2030	2030-2035
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Character-led Intensification Approach

- D. Transformation

PREREQUISITES

The redevelopment of this estate is subject to positive vote in a ballot of existing tenants.

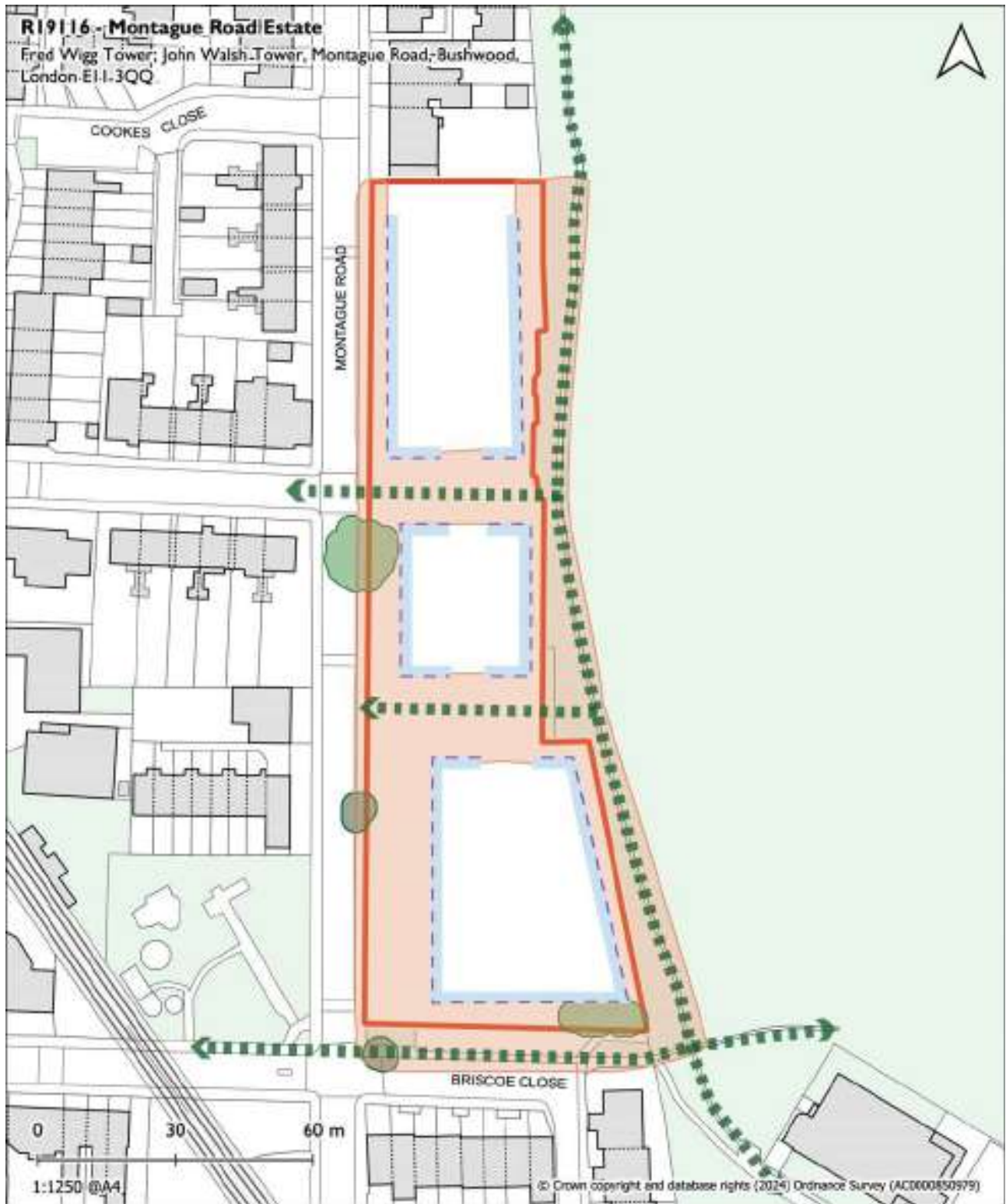
Montague Road Estate (R19116) - Site Requirements

In order to secure planning permission, development proposals will be expected to

- A. Optimise the capacity of the site to deliver approximately 415 high quality, accessible, sustainable homes, including new homes for existing residents of the estate and affordable housing.
- B. Prioritise the delivery of new high quality social rented homes for existing residents. Ensure that all existing residents who wish to remain are offered a new home on site. The phasing of the redevelopment should be carefully planned to ensure that existing residents can be housed on site during the works programme. The regeneration of the estate will be subject to a balloting process with the residents.

- C. Work with the Council to agree an appropriate tenure mix for other new homes, to both meet local needs and ensure estate regeneration priorities are viable.
- D. Incorporate feedback from residents from the programme of consultation events preceding the ballot within the design of the scheme.
- E. Explore the potential to provide new high quality, inclusive community facilities on site to contribute to meeting local community infrastructure needs. Suitable community uses should be informed through engagement with existing residents.
- F. Create new high quality pedestrian-focused public realm on Montague Road and throughout the site which is green, safe and accessible to all.
- G. Deliver new and enhanced greening and biodiversity throughout and around the site, including through the provision of tree planting, green spaces, and green roofs.
- H. Provide well designed active residential ground-floor frontage onto Montague Road and the new public realm created within the site, including along the edge of the Wanstead Flats, ensuring that this relates positively to the surrounding context and maximises natural surveillance to ensure community safety for all.
- I. Enhance views through the Estate to the Wanstead Flats through the siting and design of the buildings.
- J. Deliver new pedestrian and cycle connectivity through the site, linking Montague Road (and the surrounding streets) and the Wanstead Flats.
- K. Protect and enhance the ecological and amenity value of the Wanstead Flats.
- L. Retain and enhance significant and/or mature trees by incorporating them into the layout and landscape design, and suitably protecting them during construction and operation. This includes root protection as well as crown growth in proximity to buildings over the tree's natural lifespan.
- M. Mitigate existing pluvial flood risk to the centre of the site to achieve greenfield run off rates through appropriate design, including Sustainable Drainage Systems (SuDS) where appropriate. Development should also make efforts to reduce pluvial flood risk off site.
- N. Mitigate any groundwater flood risk, which is identified as being greater than 75% across the site, through appropriate design and siting of the buildings. Any basement development or excavation will be required to provide a Basement Impact Assessment and will be required to demonstrate that development will not unduly displace groundwater to neighbouring properties or increase the flood risk of these properties.

Montague Road Estate (R19116) - Placemaking Plan



Please read in conjunction with the 'Placemaking Plan Key', which can be found at the end of the document.

London Academy of Sustainable Construction (R19118)



Please read in conjunction with the 'Site Boundary and Constraints Plan Key', which can be found at the end of the document.

Address:	Hollydown Way, Leytonstone, London E11 4DD		
Previous site reference:	N/A	Ward:	Cathall
Site Size (Ha):	1.04	Ownership:	Public
Consent Status:	None	Planning Reference(s):	N/A
Planning Designations:	APA; TPO (adjacent); SINC; AQMA.		

London Academy of Sustainable Construction (R19118) - Site Allocation

Site Allocation

- A. Reprovide educational and community uses and provide new homes, commercial uses, new and enhanced public realm and accessible, biodiverse green open spaces.

Indicative Capacities

- B. 160 homes
- C. 450 sqm non-residential uses

Potential Delivery Timescale

- D. Development of the site is expected to be completed in

2020-2025	2025-2030	2030-2035
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Character-led Intensification Approach

- E. Transition

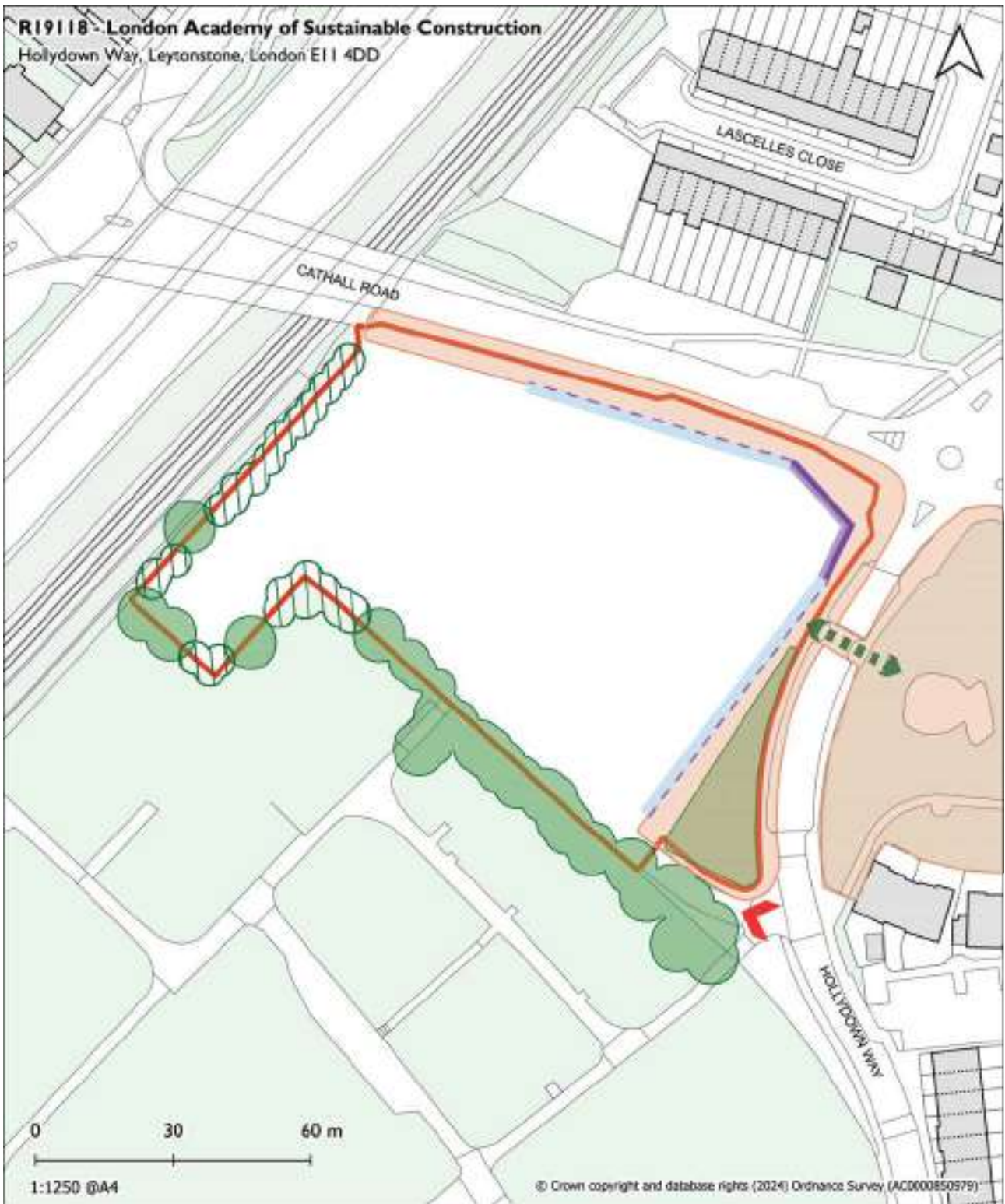
London Academy of Sustainable Construction (R19118) - Site Requirements

In order to secure planning permission, development proposals will be expected to

- A. Optimise the capacity of the site to deliver approximately 160 high quality, accessible, sustainable homes, including affordable housing.
- B. Reprovide the London Academy of Sustainable Construction educational / community use on site to deliver facilities of an improved quality, or deliver this facility on another appropriate site prior to the development of this site. If the facility is provided elsewhere, it is expected that it would be delivered within an area that will see significant growth, such as Leyton Mills (see the Leyton Mills Retail Park site allocation, R19001, and the New Spitalfields Market site allocation, R19002).
- C. Provide commercial uses of a size and scale that would support the new and local residential population, and which would complement rather than compete with the offering in nearby centres. Uses that are considered particularly suitable for this site include convenience retail. The quantum of uses should be informed through the detailed design process and an assessment of need should be made at the application stage.
- D. Provide well designed active ground-floor frontage onto Hollydown Way and Cathall Road, ensuring that this relates positively to the surrounding context and maximises natural surveillance to ensure community safety for all.

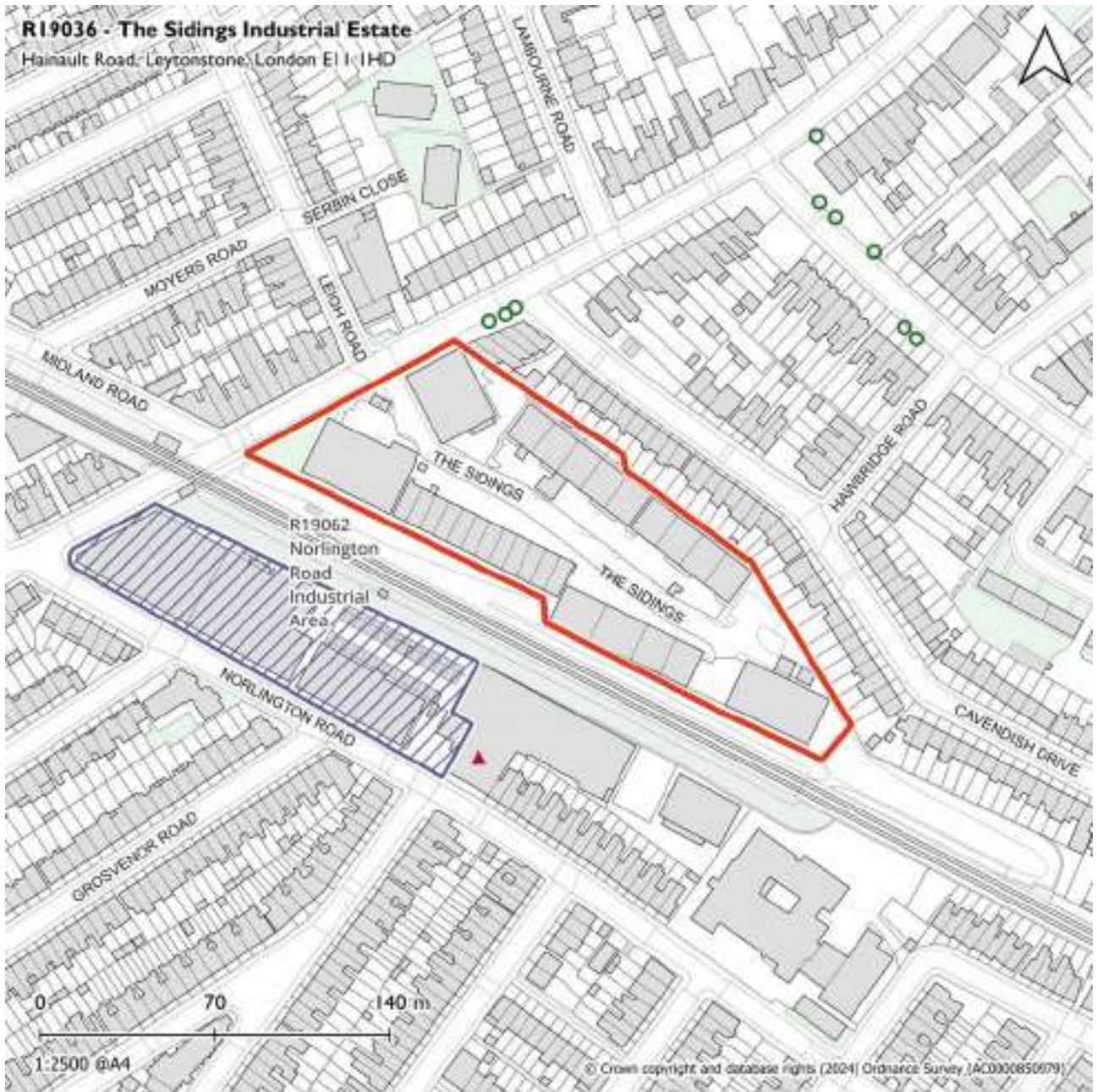
- E. Avoid harmful impacts on the sensitive edges associated with the cemetery that bounds the site, including by stepping down massing towards this location and by retaining the green buffer provided by the existing trees.
- F. Demonstrate that there would be no adverse impact on the amenity of future occupiers from noise, vibrations or light associated with the continued effective operation of the railway. Proposals should consider how effective landscaping can contribute to this, whilst retaining a sufficient easement between the railway and any buildings to enable access for maintenance and servicing.
- G. Enhance the existing public realm around the site, and particularly onto Cathall Road and Cathall Green, to deliver a pedestrian-focused environment which is green, safe and accessible to all.
- H. Deliver new pedestrian and cycle connectivity through the site, and enhance the existing provision along Cathall Road and Hollydown Way, including creating a safe pedestrian crossing from the site to Cathall Green.
- I. Deliver new and enhanced greening and biodiversity throughout and around the site, including through the provision of tree planting and new greening fronting onto Cathall Green.
- J. Retain and enhance significant and/or mature trees by incorporating them into the layout and landscape design, and suitably protecting them during construction and operation. This includes root protection as well as crown growth in proximity to buildings over the tree's natural lifespan.
- K. Mitigate existing pluvial flood risk to the north west of the site to achieve greenfield run off rates through appropriate design, including Sustainable Drainage Systems (SuDS) where appropriate. Development should also make efforts to reduce pluvial flood risk off site.
- L. Mitigate any groundwater flood risk, which is identified as being greater than 75% across the site, through appropriate design and siting of the buildings. Any basement development or excavation will be required to provide a Basement Impact Assessment and will be required to demonstrate that development will not unduly displace groundwater to neighbouring properties or increase the flood risk of these properties.

London Academy of Sustainable Construction (R19118) - Placemaking Plan



Please read in conjunction with the 'Placemaking Plan Key', which can be found at the end of the document.

The Sidings Industrial Estate (R19036)



Please read in conjunction with the 'Site Boundary and Constraints Plan Key', which can be found at the end of the document.

Address:	Hainault Road, Leytonstone, London E11 1HD		
Previous site reference:	SA65	Ward:	Leytonstone
Site Size (Ha):	1.45	Ownership:	Public
Consent Status:	None	Planning Reference(s):	N/A
Planning Designations:	LSIS; TPO (adjacent); AQMA.		

The Sidings Industrial Estate (R19036) - Site Allocation

Site Allocation

- A. Provide modern, flexible industrial uses, ensuring a net increase in overall industrial capacity, and enhanced public realm with biodiverse landscaping.

Indicative Capacities

- B. Minimum reprovision of 5,970 sqm of industrial floorspace, with potential to provide 8,700 sqm.

Potential Delivery Timescale

- C. Development of the site is expected to be completed in

2020-2025	2025-2030	2030-2035
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Character-led Intensification Approach

- D. Reinforcement

The Sidings Industrial Estate (R19036) - Site Requirements

In order to secure planning permission, development proposals will be expected to

- A. Provide as a minimum the full replacement of existing industrial capacity with industrial floorspace uses that are acceptable in a Locally Significant Industrial Site (LSIS), and seek to provide an uplift in industrial capacity through the provision of multi-storey schemes and more efficient building typologies. Units should be supported by appropriate yard space, with consideration given to where this could be shared between multiple units and/or businesses. The reference capacity for reprovision is 5,970 sqm.
- B. Provide well designed active industrial ground-floor frontages onto Hainault Road and within the visible part of the estate to create a strong street presence and provide an industrial ‘shopfront’. Frontages should relate positively to the surrounding context, including being set back to accommodate the row of existing mature trees to the east of the entrance. Proposals should use design to establish a better definition between public and private realm, should avoid using hostile boundary treatments, and should maximise natural surveillance to ensure community safety for all.
- C. Avoid harmful impacts on the sensitive edges associated with the residential uses that bound the site. Massing should be directed towards the south and west of the site, in the part of the site adjacent to the railway.

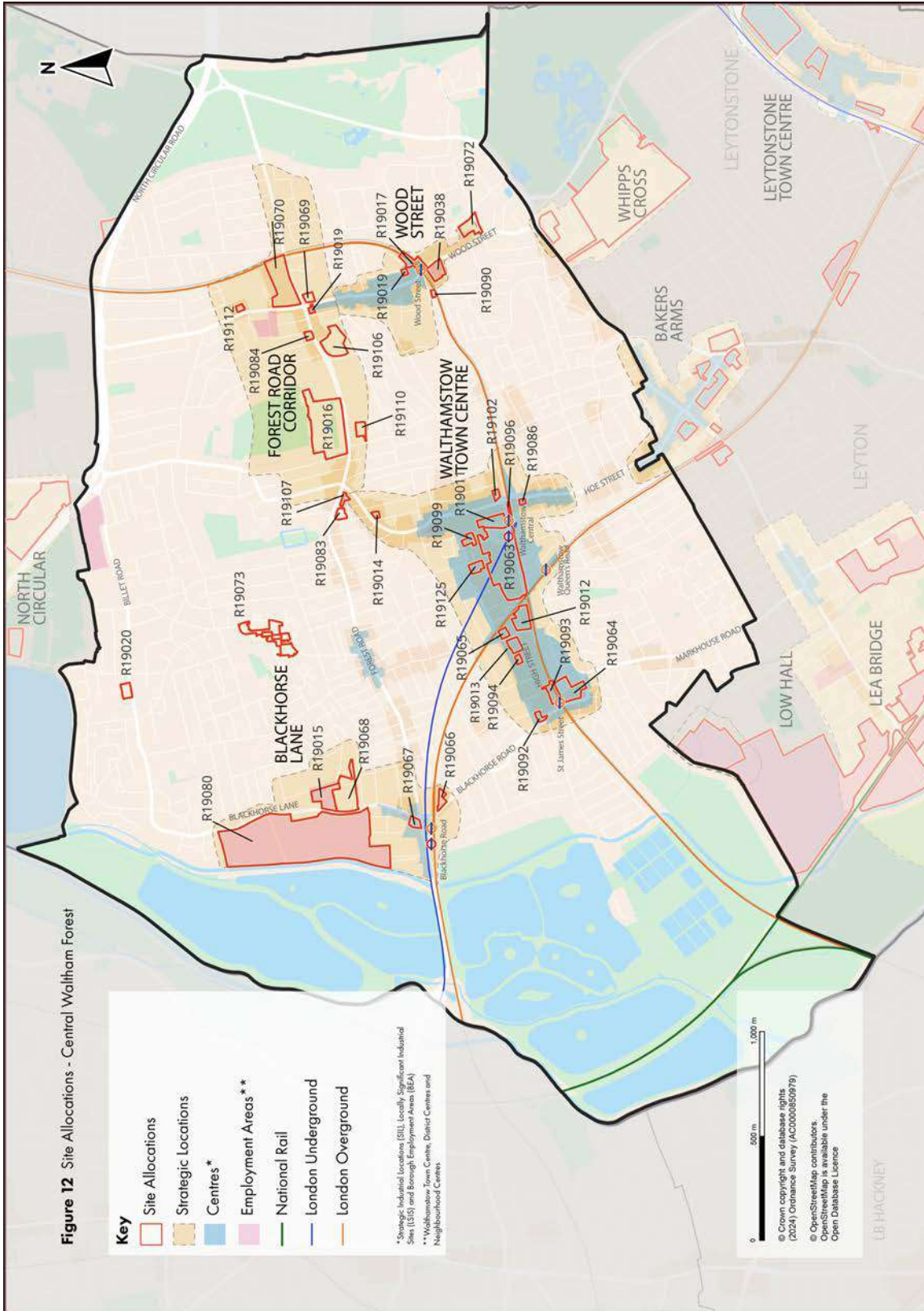
- D. Deliver new and enhanced greening and biodiversity throughout and around the site, including through the provision of tree planting, green spaces, and green roofs.
- E. Retain and enhance significant and/or mature trees, including those adjacent to the railway line, by incorporating them into the layout and landscape design, and suitably protecting them during construction and operation. This includes root protection as well as crown growth in proximity to buildings over the tree's natural lifespan.

The Sidings Industrial Estate (R19036) - Placemaking Plan



Please read in conjunction with the 'Placemaking Plan Key', which can be found at the end of the document.

South Waltham Forest - Site Allocations



Walthamstow Town Centre

Walthamstow Town Centre Strategic Location - Infrastructure Requirements

17.1 To ensure that growth is inclusive and sustainable, development must contribute to the delivery of key infrastructure in accordance with policy 96. This includes borough-wide infrastructure, such as affordable housing and workspace, tree planting and biodiversity, flood mitigation measures including Sustainable Drainage Systems (SuDS), and investment in educational facilities, cultural initiatives, and heritage assets. This list sets out the specific requirements identified to be delivered in Walthamstow Town Centre Strategic Location based on a snapshot of the Infrastructure Delivery Plan (IDP) at the time of drafting. It is very likely that much of it will serve communities outside the Strategic Location too, and it may therefore be necessary for development outside the Strategic Location to make appropriate contributions to its delivery.

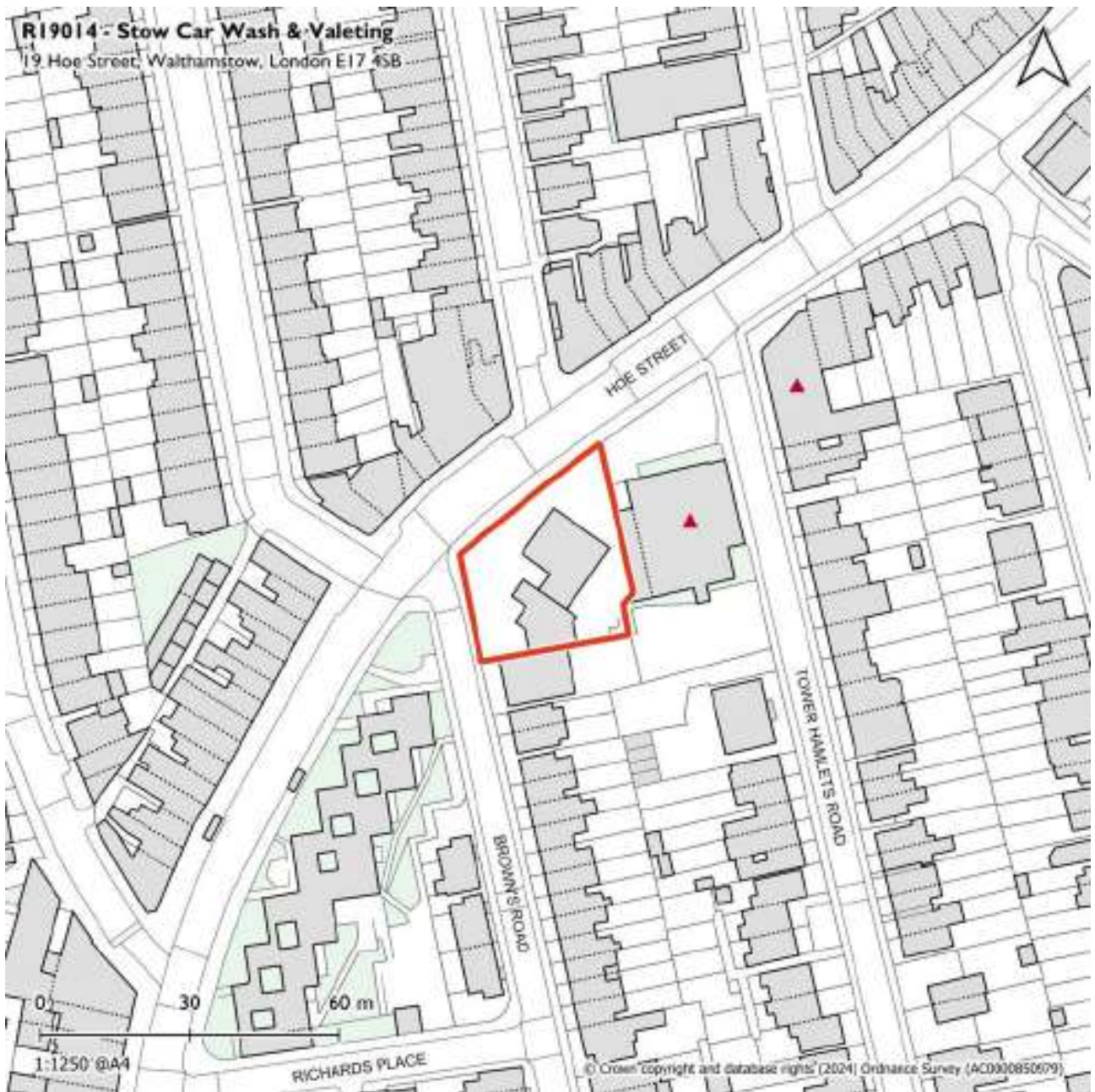
17.2 Development proposals within the Walthamstow Town Centre Strategic Location will be expected to deliver or contribute towards the delivery of the following infrastructure items:

<p>1. Culture</p>	<ul style="list-style-type: none"> i. Restoration and reopening of Soho Theatre Walthamstow (former historic EMD Cinema) as a major arts venue within the borough. ii. Enhancements to public spaces in Walthamstow High Street, Hoe Street, and St James Street including lighting and opportunities for public art establishing Walthamstow as a cultural destination. iii. Revitalisation of One Hoe Street by supporting local creative enterprises, through events, gallery and leisure offers.
<p>2. Education</p>	<ul style="list-style-type: none"> i. Establishment of University of Portsmouth campus within Walthamstow Town Centre including within Juniper House and Central House. ii. New childcare or early years' provision at Selborne Road.
<p>3. Employment and Social and Community Infrastructure</p>	<ul style="list-style-type: none"> i. Future-proofing of the historic street market. ii. Provision of market traders' welfare facility.
<p>4. Health</p>	<ul style="list-style-type: none"> i. Replacement of St James Street Health Centre with a new purpose built facility and accommodation of new well-being centre.
<p>5. Heritage</p>	<ul style="list-style-type: none"> i. Conversion of Grade II* listed Soho theatre, including restoration of the listed building and its features including windows, front gable, internal plasterwork and historic paint analysis. ii. Enhancing the condition of Chestnut House, an iconic and historic Grade II* heritage building, preserving its significance, whilst also ensuring it can meet modern commercial demands. iii. Restoration and revitalisation of Grade II* listed Vestry House Museum into a welcoming heritage destination with improved access, new creative workspace and a cafe. iv. Restoration of the Grade II listed Walthamstow Town Hall, including replacement of windows and restoration of heritage interiors.

	<p>v. Repairs to the Grade II listed War Memorial at Fellowship Square with new hard and soft landscaping to enhance the setting of the heritage assets.</p> <p>vi. Restoration of the Grade II listed Central Parade building on the Hoe Street including enhanced lighting, repairs to tiles and historic clock.</p>
6. Green and Blue Infrastructure	<p>i. Enhancement to Town Square Gardens (Selborne Park) and relocation and enhancement of play area.</p> <p>ii. Improvements to Thomas Gamuel Park including new seating and picnic tables.</p>
7. Public Realm	<p>i. Public realm enhancements at Walthamstow Town Centre, High Street and Town Square.</p> <p>ii. Improvements to Courtenay Mews public realm.</p> <p>iii. Investment in St James Street and St James Quarter public realm and activation of railway arches for community and commercial use.</p>
8. Suitable Alternative Natural Greenspaces (SANGs)	<p>i. The SANGs sites identified as potentially providing visitor uplift capacity for new homes in the Walthamstow Town Centre Strategic Location include:</p> <ul style="list-style-type: none"> ● Banbury Reservoir ● Douglas Eyre Playing Field ● Fellowship Square and Gardens ● Low Hall Farm ● Low Hall Wood and Sports Ground ● Queens Road Cemetery ● St Mary's Church Yard ● Stoneydown Park ● Thomas Gamuel Park ● Town Square and Gardens ● Walthamstow/Leyton Marsh Nature Reserve
9. Transport	<p>i. Accessibility and capacity enhancements at Walthamstow Central interchange including new step-free entrance to Walthamstow Central underground station at the entrance to The Mall and new access route to Walthamstow overground station.</p> <p>ii. Improved public realm at Walthamstow Central station gateway, including enhanced wayfinding and lighting.</p> <p>iii. New step-free access to St James Street overground station.</p>

	<ul style="list-style-type: none">iv. Improved links between Walthamstow High Street and St James Station via Courtenay Mews and railway arches including investment in wayfinding and lighting.v. Establishment of Walthamstow Central Active Travel Hub.vi. Enhanced cycle facilities and public realm on Hoe Street (Primary Cycle Network).vii. Enhancements to Walthamstow Queens Road Overground Station including improved wayfinding and lighting.
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Stow Car Wash and Valeting (R19014)



Please read in conjunction with the 'Site Boundary and Constraints Plan Key', which can be found at the end of the document.

Address:	19 Hoe Street, Walthamstow, London E17 4SB		
Previous site reference:	SA31	Ward:	Hoe Street
Site Size (Ha):	0.10	Ownership:	Private
Consent Status:	None	Planning Reference(s):	N/A
Planning Designations:	Walthamstow Town Centre Strategic Location; Locally Listed Building (adjacent); TPO (adjacent); AQFA; AQMA; CDA.		

Stow Car Wash and Valeting (R19014) - Site Allocation

Site Allocation

- A. Provide new homes, town centre uses and enhanced public realm with biodiverse landscaping.

Indicative Capacities

- B. 20 homes
- C. Town centre uses to be determined through detailed application

Potential Delivery Timescale

- D. Development of the site is expected to be completed in

2020-2025	2025-2030	2030-2035
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Character-led Intensification Approach

- E. Transition

Stow Car Wash and Valeting (R19014/SA31) - Site Requirements

In order to secure planning permission, development proposals will be expected to:

- A. Optimise the capacity of the site to deliver approximately 20 high quality, accessible, sustainable homes, including affordable housing.
- B. Provide town centre uses of a size and scale that is appropriate for the edge of centre location and which complements the Walthamstow Major Centre and Hoe Street’s existing offer. Uses that are considered particularly suitable for this site include small scale retail and food and beverage uses. The quantum of uses should be informed through the detailed design process and an assessment of need should be made at the application stage, including through reference to vacancy rates within the designated centre, and their provision must not undermine the viability and vitality of the centre.
- C. Provide well designed active commercial ground-floor frontage onto Hoe Street and active residential ground-floor frontage onto Brown’s Road, ensuring that these frontages relate positively to the surrounding context and maximise natural surveillance to ensure community safety for all.
- D. Avoid harmful impacts on the sensitive edges associated with the residential uses that bound the site.
- E. Provide safe, well defined and well managed servicing and delivery access to the west of the site from Brown’s Road.

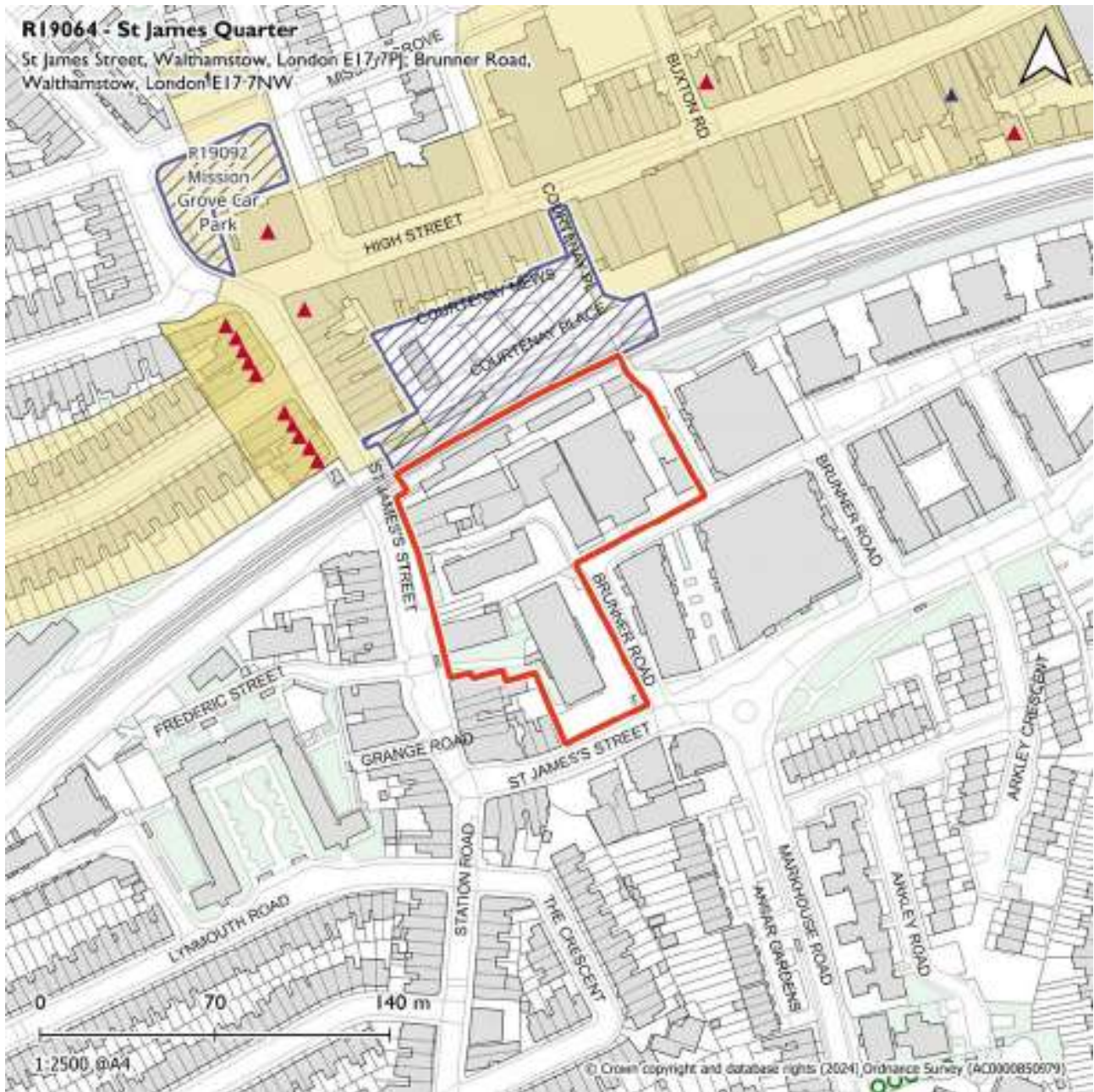
- F. Enhance the existing public realm at the site boundary with Hoe Street to deliver a pedestrian-focused environment which is green, safe and accessible to all. Proposals should include widening of the footway to facilitate the integration of landscaping and benches.
- G. Enhance the existing public realm at the site boundary with Hoe Street to deliver a pedestrian-focused environment with biodiverse green amenity, which is accessible to all. Proposals should include widening of the pavement to facilitate the integration of landscaping, tree planting and benches.
- H. Deliver new and enhanced greening and biodiversity throughout and around the site, including through the provision of tree planting, green spaces, and green roofs.
- I. Enhance existing pedestrian and cycling connectivity along Hoe Street, ensuring that the on-road cycle lane is maintained and kept safe and accessible to all throughout construction.
- J. Mitigate the impact of any localised poor air quality from Hoe Street on the site through the appropriate design and siting of the buildings, the correct use of appropriate building materials, and responsive landscaping design and ecological buffers. The redevelopment of this site in accordance with Local Plan Part 1 policies relating to car free development and better management of servicing and deliveries will reduce the number of car-based trips based on the previous car-generating use, contributing to improved air quality locally and across the borough as a whole.
- K. Assess whether a decontamination strategy is required and, if necessary, develop and implement it. The strategy should be independently monitored and verified.

Stow Car Wash and Valeting (R19014) - Placemaking Plan



Please read in conjunction with the 'Placemaking Plan Key', which can be found at the end of the document.

St James Quarter (R19064)



Please read in conjunction with the 'Site Boundary and Constraints Plan Key', which can be found at the end of the document.

Address:	St James Street, Walthamstow, London E17 7PJ; Brunner Road, Walthamstow, London E17 7NW		
Previous site reference:	SA27	Ward:	High Street
Site Size (Ha):	1.03	Ownership:	Mixed
Consent Status:	Part resolution to grant	Planning Reference(s):	230208
Planning Designations:	Walthamstow Town Centre Strategic Location; Walthamstow Town Centre; Area potentially suitable for tall building(s); Conservation Area (adjacent); Locally Listed Building (adjacent); APA; SINC (adjacent); AQMA.		

St James Quarter (R19064) - Site Allocation

Site Allocation

- A. Provide new homes, workspace, community, cultural, and town centre uses, step-free access to St James Street Overground Station, new and enhanced public realm and accessible, biodiverse green open spaces.

Indicative Capacities

- B. 300 homes
- C. Non-residential uses to be determined through detailed application

Potential Delivery Timescale

- D. Development of the site is expected to be completed in

2020-2025	2025-2030	2030-2035
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Character-led Intensification Approach

- E. Transition

St James Quarter (R19064) - Site Requirements

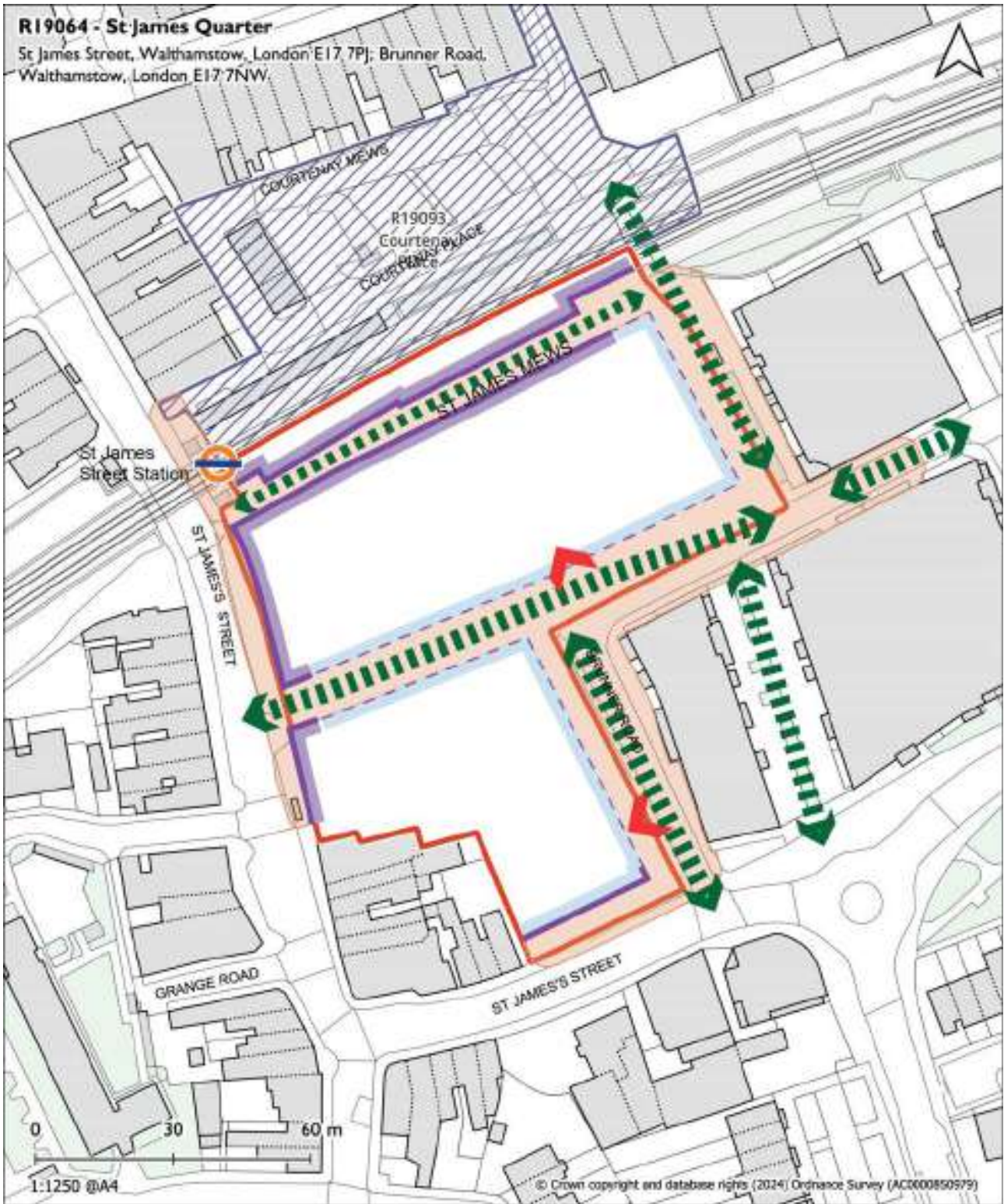
In order to secure planning permission, development proposals will be expected to

- A. Optimise the capacity of the site to deliver approximately 300 high quality, accessible, sustainable homes, including affordable housing. This site allocation, or parts of this site allocation, may be suitable for the provision of high quality, sustainable, accessible Purpose-Built Student Accommodation, including affordable student accommodation, subject to compliance with all relevant planning policy tests and an overall indicative cap for the Walthamstow Strategic Location of 890 purpose-built student rooms. Purpose-Built Student Accommodation in the borough is expected to have a nomination agreement for occupation by students of one or more higher education provider(s), with the priority being provision for the University of Portsmouth.
- B. Explore whether Build to Rent homes (meeting the London Plan and Local Plan Part 1 definitions), including affordable housing preferably for London Living Rent, are appropriate for this site or parts of this site. All Build to Rent development in the borough will be expected to explore the potential to offer affordable housing to local key workers.
- C. Provide town centre uses on site that enhance and complement Walthamstow Major Centre’s existing offer, including through the activation of arches and the adjacent public realm to provide space for small businesses. Uses that are considered particularly suitable for this site include a food and beverage offering and workspace focusing on small business incubation. The quantum of uses should be informed

through the detailed design process and an assessment of need should be made at the application stage, including through reference to vacancy rates within the designated centre.

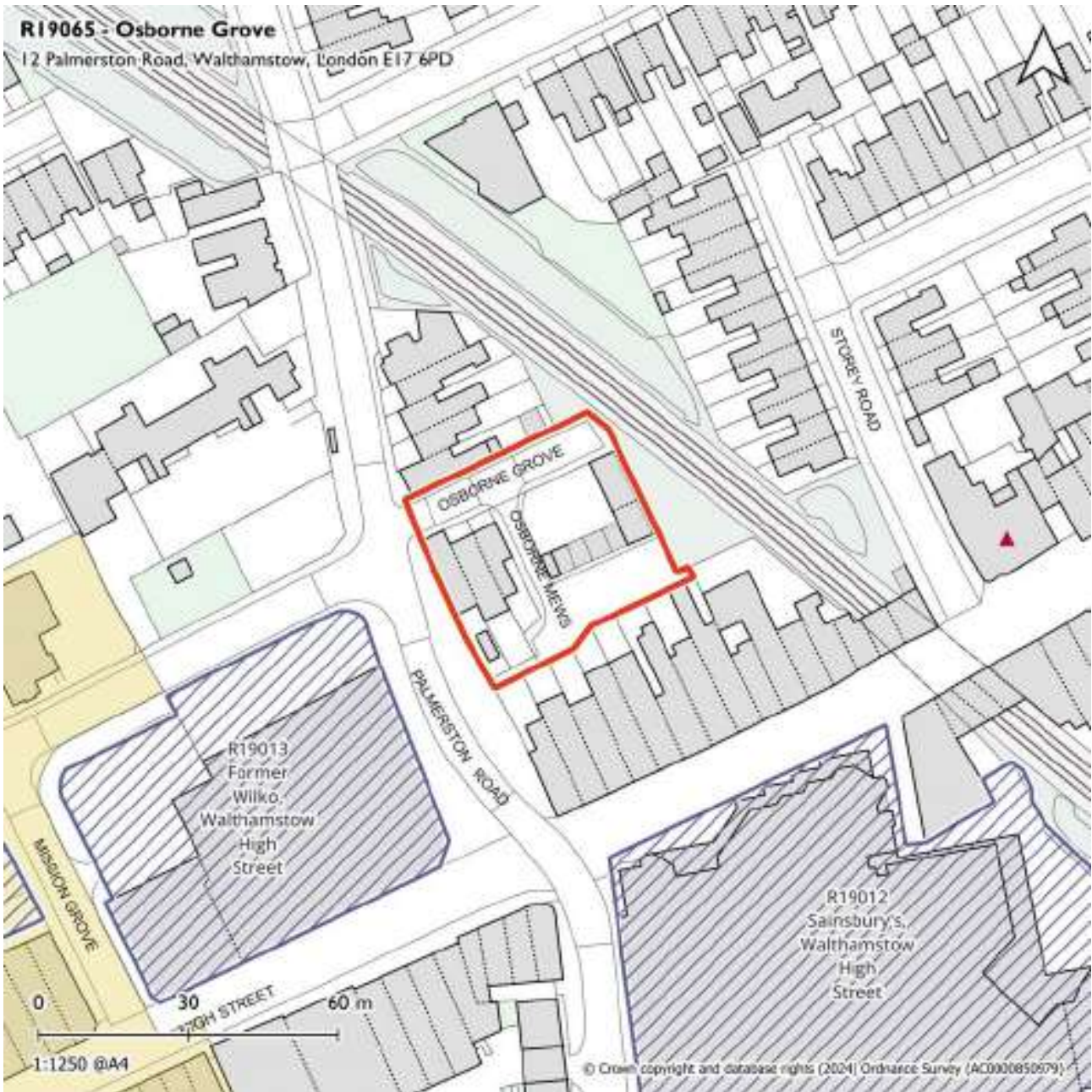
- D. Provide well designed active ground-floor frontage onto Brunner Road, St James Street and all connecting streets, ensuring that this relates positively to the surrounding context and maximises natural surveillance to ensure community safety for all.
- E. Provide safe, well defined and well managed servicing and delivery access to the site from Brunner Road.
- F. Avoid harmful impacts on the sensitive edges associated with the residential uses that bound the site.
- G. Demonstrate that there would be no adverse impact on the amenity of future occupiers from noise, vibrations or light associated with the continued effective operation of the railway. Proposals should consider how effective landscaping can contribute to this, whilst retaining a sufficient easement between the railway and any buildings to enable access for maintenance and servicing.
- H. Enhance the existing public realm on St James Mews to deliver a pedestrian-focused environment which is green, safe and accessible to all. Proposals should seek to create a space that allows the small businesses occupying the railway arches to activate the space with tables and chairs.
- I. Create new high quality pedestrian-focused public realm throughout the site, which is green, safe and accessible to all.
- J. Provide step-free access to St James Street Overground Station.
- K. Create a connection through the railway arches to Courtenay Place, providing new pedestrian and cycling access towards Walthamstow Town Centre. This should be safe and accessible to all, overlooked, well lit and attractively designed, and should integrate seamlessly with any plans that come forward for the Courtenay Place Site Allocation (R19093).
- L. Preserve or enhance the significance, setting and key views of the Walthamstow St James and Leucha Road Conservation Areas.
- M. Deliver new and enhanced greening and biodiversity throughout and around the site, including through the provision of tree planting, green spaces, and green roofs.
- N. Mitigate any groundwater flood risk, which is identified as being greater than 75% across the site, through appropriate design and siting of the buildings. Any basement development or excavation will be required to provide a Basement Impact Assessment and will be required to demonstrate that development will not unduly displace groundwater to neighbouring properties or increase the flood risk of these properties.

St James Quarter (R19064) - Placemaking Plan



Please read in conjunction with the 'Placemaking Plan Key', which can be found at the end of the document.

Osborne Grove (R19065)



Please read in conjunction with the 'Site Boundary and Constraints Plan Key', which can be found at the end of the document.

Address:	12 Palmerston Road, Walthamstow, London E17 6PD		
Previous site reference:	SA30	Ward:	High Street
Site Size (Ha):	0.17	Ownership:	Public
Consent Status:	None	Planning Reference(s):	N/A
Planning Designations:	Walthamstow Town Centre Strategic Location; Walthamstow Town Centre; APA; AQMA.		

Osborne Grove (R19065) - Site Allocation

Site Allocation

- A. Provide new homes, town centre uses and enhanced public realm with biodiverse landscaping.

Indicative Capacities

- B. 30 homes
- C. Town centre uses to be determined through detailed application.

Potential Delivery Timescale

- D. Development of the site is expected to be completed in

2020-2025	2025-2030	2030-2035
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Character-led Intensification Approach

- E. Transition

Osborne Grove (R19065) - Site Requirements

In order to secure planning permission, development proposals will be expected to

- A. Optimise the capacity of the site to deliver approximately 30 high quality, accessible, sustainable homes, including affordable housing.
- B. Ensure proposals account for the site’s relationship with Walthamstow Market and the needs of traders, including consideration of market storage facilities and provisions for stallholders. Applicants should liaise with the Council at the earliest possible stage to explore opportunities for upgraded market facilities
- C. Provide town centre uses on site that enhance and complement Walthamstow Major Centre’s existing offer. Uses that are considered particularly suitable for this site include workspace. The quantum of uses should be informed through the detailed design process and an assessment of need should be made at the application stage, including through reference to vacancy rates within the designated centre. Given the site’s location away from the Primary Shopping Area, a residential only scheme would also be appropriate for this site.
- D. Provide well designed active commercial or residential ground-floor frontage on Palmerston Road, ensuring that this relates positively to the surrounding context and maximises natural surveillance to ensure community safety for all.

- E. Demonstrate that there would be no adverse impact on the amenity of future occupiers from noise, vibrations or light associated with the continued effective operation of the railway. Proposals should consider how effective landscaping can contribute to this, whilst retaining a sufficient easement between the railway and any buildings to enable access for maintenance and servicing.
- F. Enhance the existing public realm on Palmerston Road to deliver a pedestrian-focused environment which is green, safe and accessible to all. The provision should include street furniture to encourage pedestrians to dwell.
- G. Enhance existing pedestrian and cycling connectivity along Palmerston Road, ensuring that the segregated cycle lane is maintained and kept safe and accessible to all throughout construction.
- H. Deliver new and enhanced greening and biodiversity throughout and around the site, including through the provision of tree planting, green spaces, and green roofs.
- I. Retain and enhance significant and/or mature trees along the railway by incorporating them into the layout and landscape design, and suitably protecting them during construction and operation. This includes root protection as well as crown growth in proximity to buildings over the tree's natural lifespan.

Osborne Grove (R19065) - Placemaking Plan



Please read in conjunction with the 'Placemaking Plan Key', which can be found at the end of the document.

Barclays Bank, Walthamstow and adjacent sites (R19086)



Please read in conjunction with the 'Site Boundary and Constraints Plan Key', which can be found at the end of the document.

Address:	278 - 284 Hoe Street, Walthamstow, London E17 9QE		
Previous site reference:	N/A	Ward:	Markhouse
Site Size (Ha):	0.07	Ownership:	Private
Consent Status:	Resolution to grant	Planning Reference(s):	210801
Planning Designations:	Walthamstow Town Centre Strategic Location; Walthamstow Town Centre; Area potentially suitable for tall building(s)*; Locally Listed Building (adjacent); AQFA; AQMA; Greenway (adjacent).		

Footnote to Planning Designations - *This site has been identified as a location where a building/buildings of 18 storeys or more may be acceptable, with a building of 18 storeys tested and approved as part of a resolution to grant (reference: 210801).

Barclays Bank, Walthamstow and adjacent sites (R19086) - Site Allocation

Site Allocation

- A. Provide new homes, town centre uses, and enhanced public realm with biodiverse landscaping.

Indicative Capacities

- B. 65 homes
- C. Town centre uses to be determined through a detailed application.

Potential Delivery Timescale

- D. Development of the site is expected to be completed in

2020-2025	2025-2030	2030-2035
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Character-led Intensification Approach

- E. Transformation

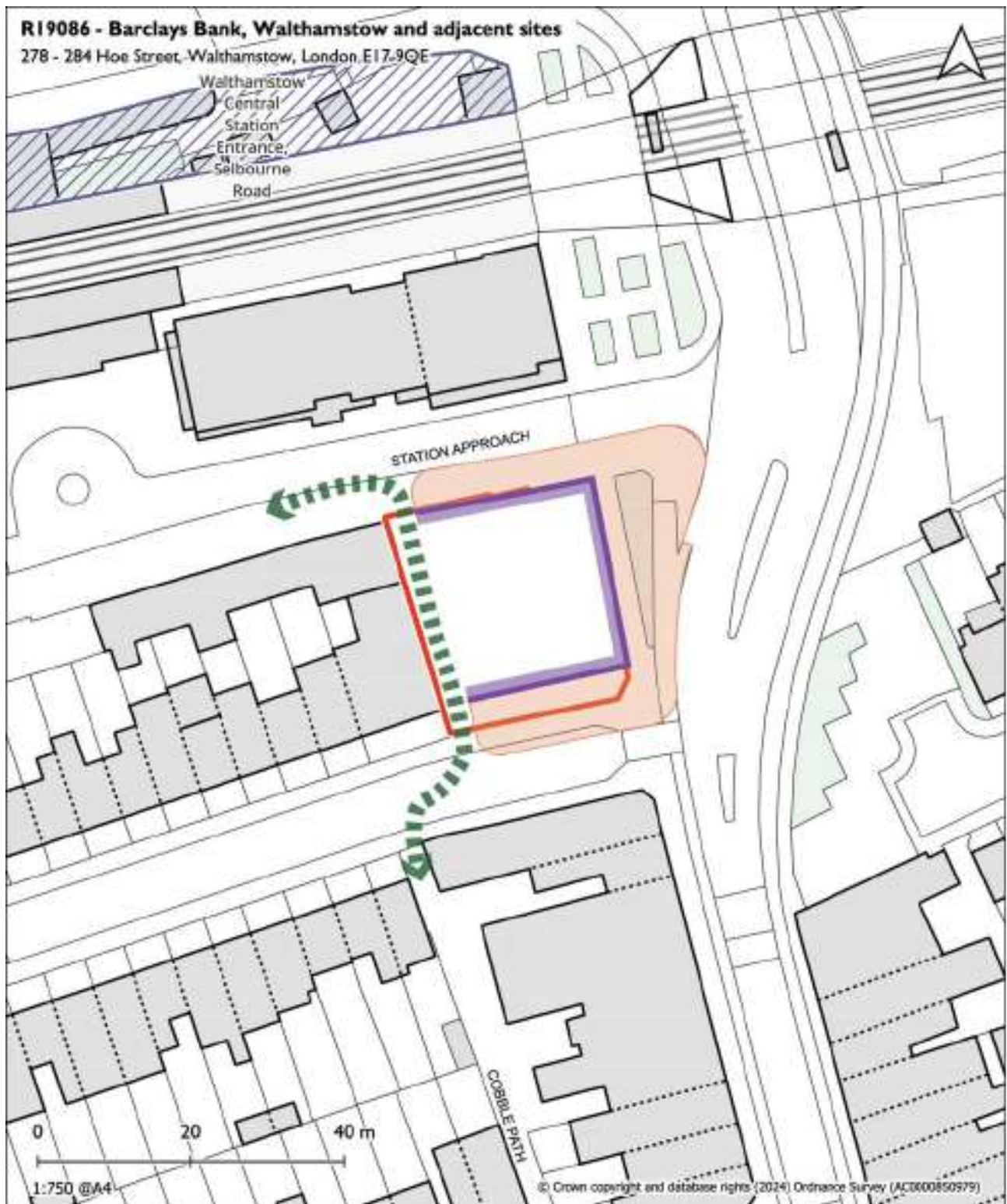
Barclays Bank, Walthamstow and adjacent sites (R19086) - Site Requirements

In order to secure planning permission, development proposals will be expected to

- A. Optimise the capacity of the site to deliver approximately 65 high quality, accessible, sustainable homes, including affordable housing.
- B. Explore whether Build to Rent homes (meeting the London Plan and Local Plan Part 1 definitions), including affordable housing preferably for London Living Rent, are appropriate for this site or parts of this site. All Build to Rent development in the borough will be expected to explore the potential to offer affordable housing to local key workers.
- C. Provide town centre uses on site that enhance and complement Walthamstow Major Centre’s existing offer. Uses that are considered particularly suitable for this site include retail, food and beverage, indoor sport and recreation and workspace. The quantum of uses should be informed through the detailed design process and an assessment of need should be made at the application stage, including through reference to vacancy rates within the designated centre.

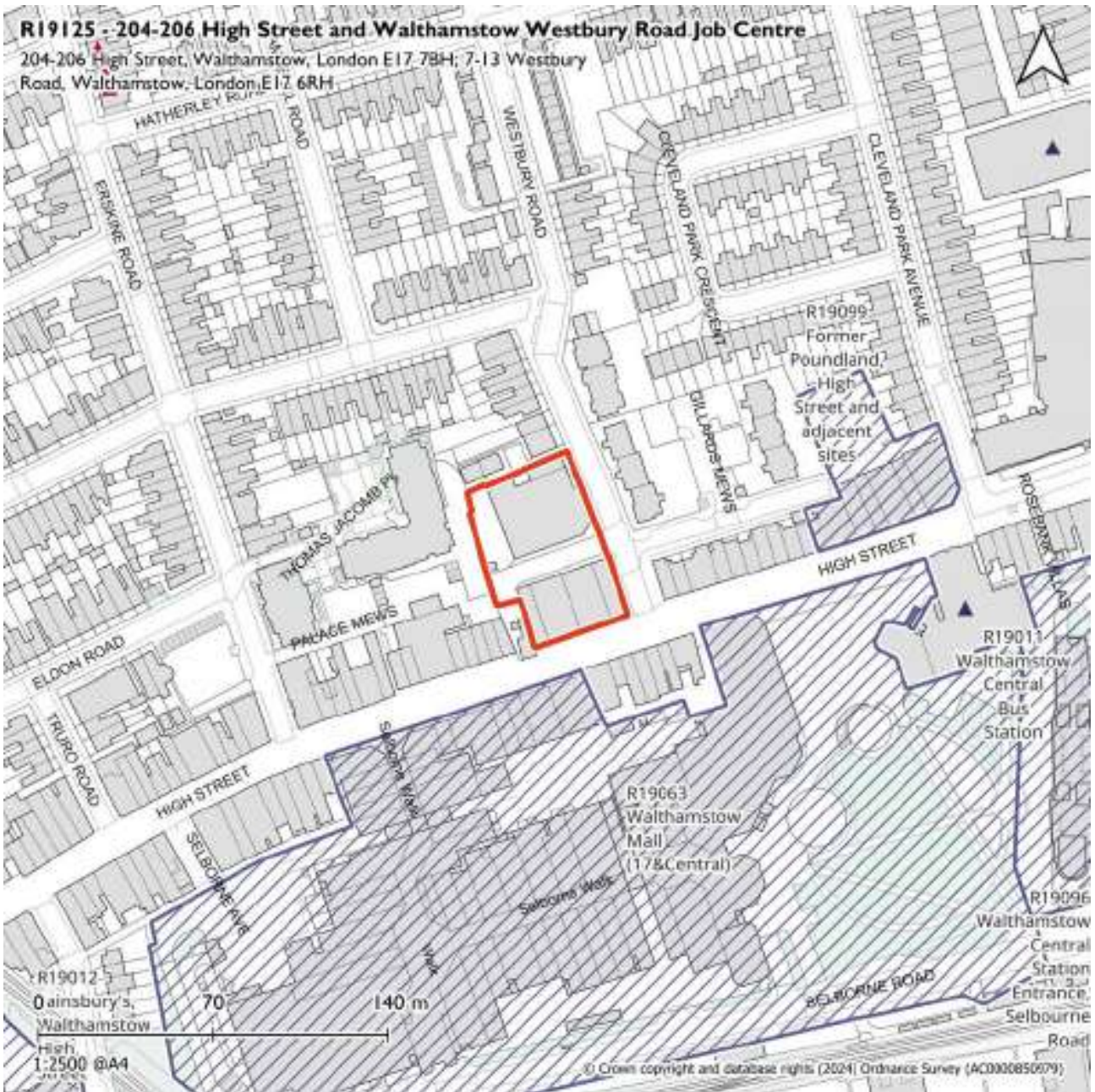
- D. Provide well designed active commercial ground-floor frontage onto Hoe Street and Station Approach, ensuring that this relates positively to the surrounding context and maximises natural surveillance to ensure community safety for all.
- E. Enhance the existing public realm and integrate this with the pocket park on Hoe Street, and create new high quality pedestrian-focused public realm at the western part of the site, which is green, safe and accessible to all. Proposals should create a new yard which includes tables and seating.
- F. Deliver new pedestrian connectivity through the site to the west, linking Station Approach with Priory Avenue and onto Cobble Path.
- G. Enhance existing pedestrian and cycling connectivity along Hoe Street, ensuring that the segregated cycle lane is maintained and kept safe and accessible to all throughout construction.
- H. Deliver new and enhanced greening and biodiversity throughout and around the site, including through the provision of tree planting, green spaces, and green roofs.
- I. Mitigate the impact of any localised poor air quality from Hoe Street on the site through the appropriate design of the buildings, the correct use of appropriate building materials, and responsive landscaping design and ecological buffers. The redevelopment of this site in accordance with Local Plan Part 1 policies relating to car free development and better management of servicing and deliveries will reduce the number of car-based trips based on the previous car-generating use, contributing to improved air quality locally and across the borough as a whole.

Barclays Bank, Walthamstow and adjacent sites (R19086) - Placemaking Plan



Please read in conjunction with the 'Placemaking Plan Key', which can be found at the end of the document.

204-206 High Street and Walthamstow Westbury Road Job Centre (R19125)



Please read in conjunction with the 'Site Boundary and Constraints Plan Key', which can be found at the end of the document.

Address:	204-206 High Street and Walthamstow Westbury Road Job Centre		
Previous site reference:	N/A	Ward:	High Street
Site Size (Ha):	0.30	Ownership:	Mixed
Consent Status:	None	Planning Reference(s):	N/A
Planning Designations:	Walthamstow Town Centre Strategic Location; Walthamstow Town Centre; PSA; APA; AQMA.		

204-206 High Street and Walthamstow Westbury Road Job Centre (R19125) - Site Allocation

Site Allocation

- A. Reprovide the community facilities, and provide new homes and other town centre uses, new and enhanced public realm and accessible, biodiverse green open space.

Indicative Capacities

- B. 55 homes
- C. 1,000 sqm town centre uses

Potential Delivery Timescale

- D. Development of the site is expected to be completed in

2020-2025	2025-2030	2030-2035
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Character-led Intensification Approach

- E. Transition

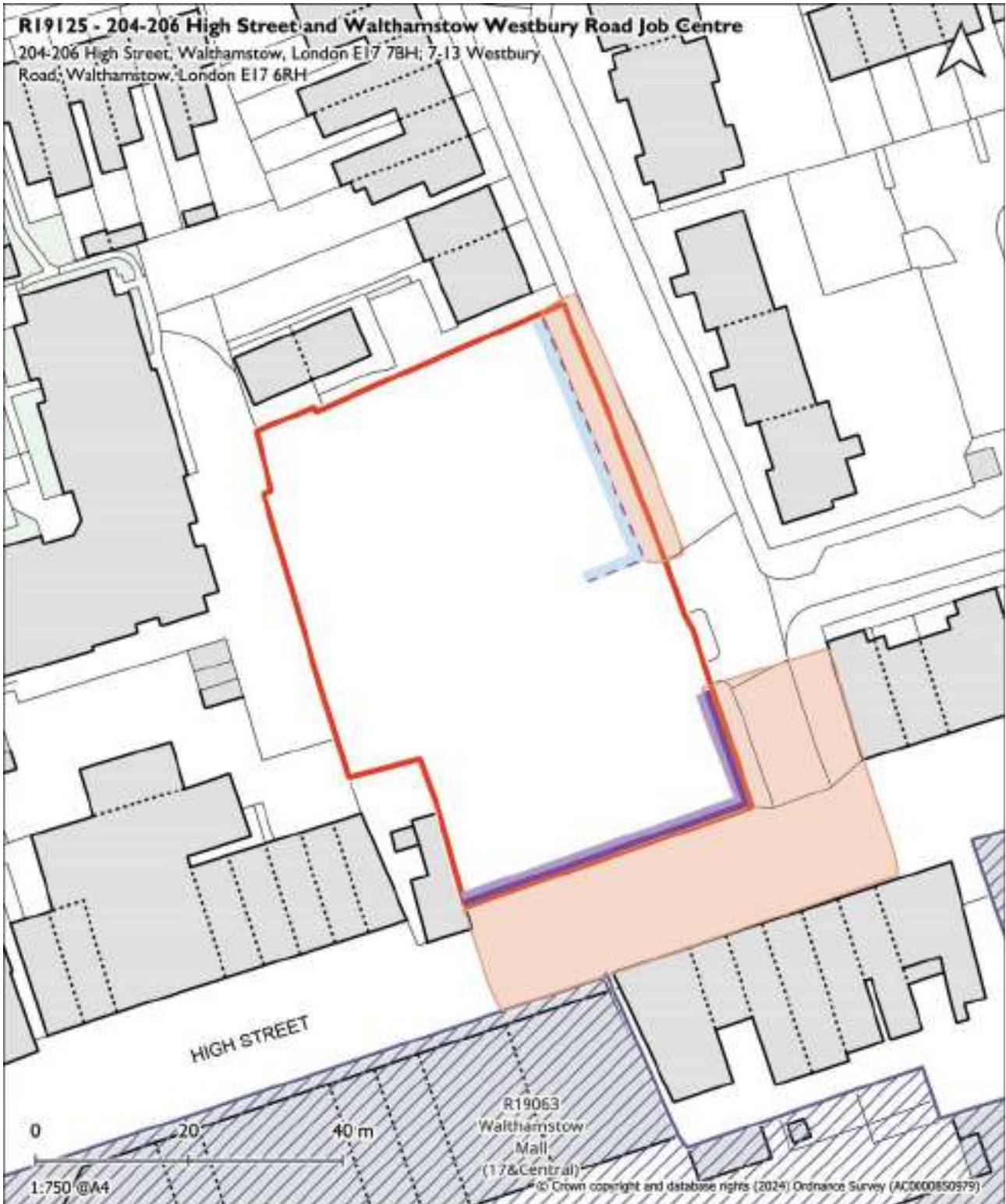
204-206 High Street and Walthamstow Westbury Road Job Centre (R19125) - Site Requirements

In order to secure planning permission, development proposals will be expected to:

- A. Optimise the capacity of the site to deliver approximately 55 high quality, accessible, sustainable homes, including affordable housing.
- B. Explore whether Build to Rent homes (meeting the London Plan and Local Plan Part 1 definitions), including affordable housing preferably for London Living Rent, are appropriate for this site or parts of this site. All Build to Rent development in the borough will be expected to explore the potential to offer affordable housing to local key workers.
- C. Reprovide the job centre and related services and provide other main town centre uses that enhance Walthamstow Major Centre's existing offer. Uses that are considered to be particularly suitable for this site include retail and food and beverage, including evening and night time uses. The quantum of uses should be informed through the detailed design process and an assessment of need should be made at the application stage, including through reference to vacancy rates within the designated centre. Provide well designed active commercial ground-floor frontage on to Walthamstow High Street, and an active ground-floor residential frontage on to Westbury Road, ensuring that this relates positively to the surrounding context.

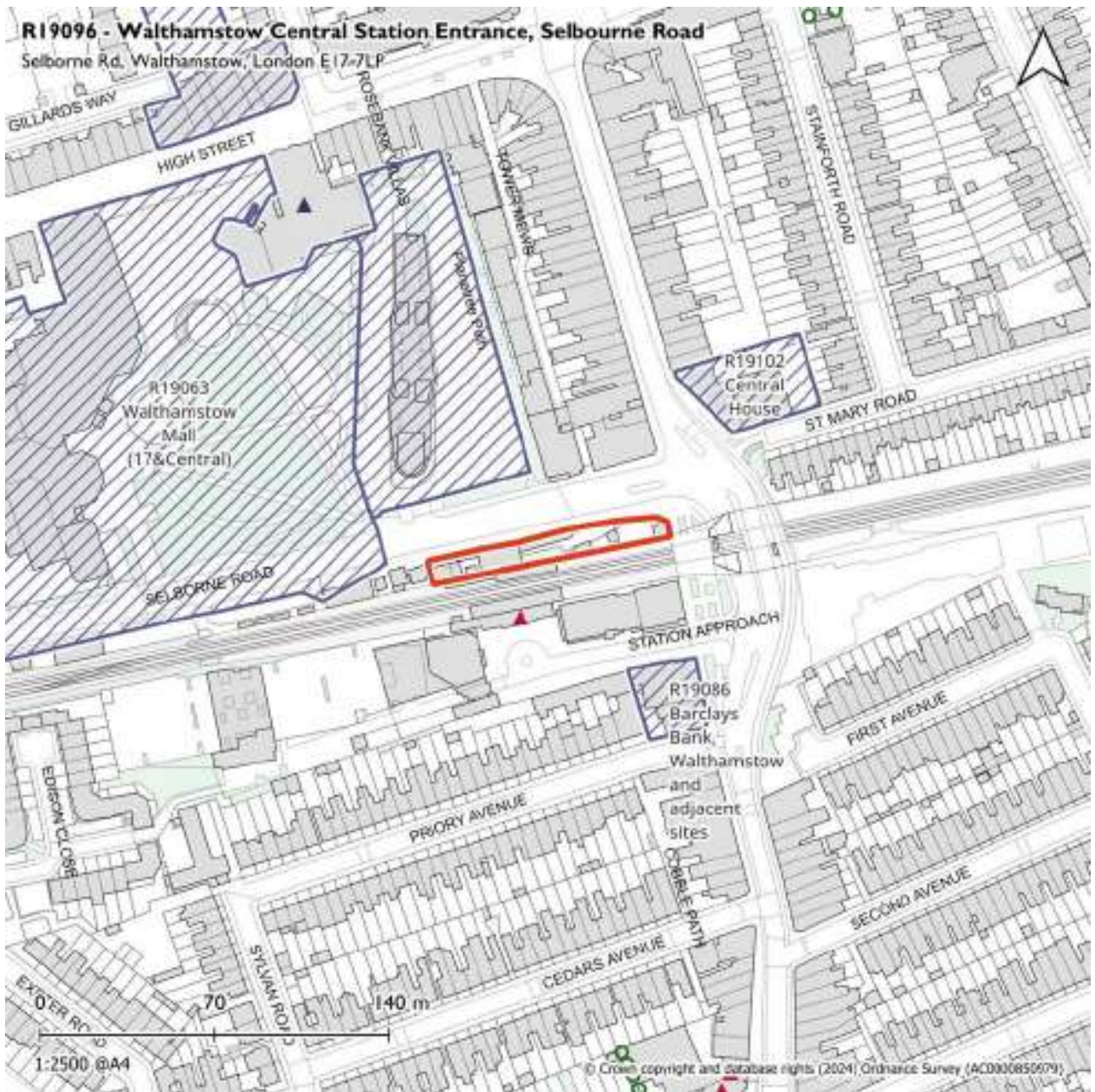
- D. Ensure proposals account for the site's relationship with Walthamstow Market and the needs of traders, including consideration of market storage facilities and provisions for stallholders. Applicants should liaise with the Council at the earliest possible stage to explore opportunities for upgraded market facilities.
- E. Provide well designed active commercial ground-floor frontage onto Walthamstow High Street, and an active ground-floor residential frontage onto Westbury Road, ensuring that this relates positively to the surrounding context and maximises natural surveillance to ensure community safety for all. The frontage should repair the building line along the High Street.
- F. Avoid harmful impacts on the sensitive edges associated with the residential uses that bound the site.
- G. Enhance the existing public realm on Walthamstow High Street and Cleveland Park Avenue to deliver a pedestrian-focused environment which is green, safe and accessible to all.
- H. Deliver new and enhanced greening and biodiversity throughout and around the site, including through the provision of tree planting, green spaces, and green roofs.
- I. Retain and enhance significant and/or mature trees by incorporating them into the layout and landscape design, and suitably protecting them during construction and operation. This includes root protection as well as crown growth in proximity to buildings over the tree's natural lifespan.

204-206 High Street and Walthamstow Westbury Road Job Centre (R19125) - Placemaking Plan



Please read in conjunction with the 'Placemaking Plan Key', which can be found at the end of the document.

Walthamstow Central Station Entrance, Selborne Road (R19096)



Please read in conjunction with the 'Site Boundary and Constraints Plan Key', which can be found at the end of the document.

Address:	Selborne Rd, Walthamstow, London E17 7LP		
Previous site reference:	N/A	Ward:	High Street
Site Size (Ha):	0.10	Ownership:	Public
Consent Status:	None	Planning Reference(s):	N/A
Planning Designations:	Walthamstow Town Centre Strategic Location; Walthamstow Town Centre; Locally Listed Building (adjacent); SINC (adjacent); AQFA; AQMA; Parks (adjacent); Greenway (adjacent).		

Walthamstow Central Station Entrance, Selborne Road (R19096) - Site Allocation

Site Allocation

- A. Provide workspace and other town centre uses, a new integrated step free Underground and bus station entrance and improvements to the public transport interchange, new public realm and accessible, biodiverse green open space.

Indicative Capacities

- B. 290 sqm town centre uses

Potential Delivery Timescale

- C. Development of the site is expected to be completed in

2020-2025	2025-2030	2030-2035
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Character-led Intensification Approach

- D. Transition

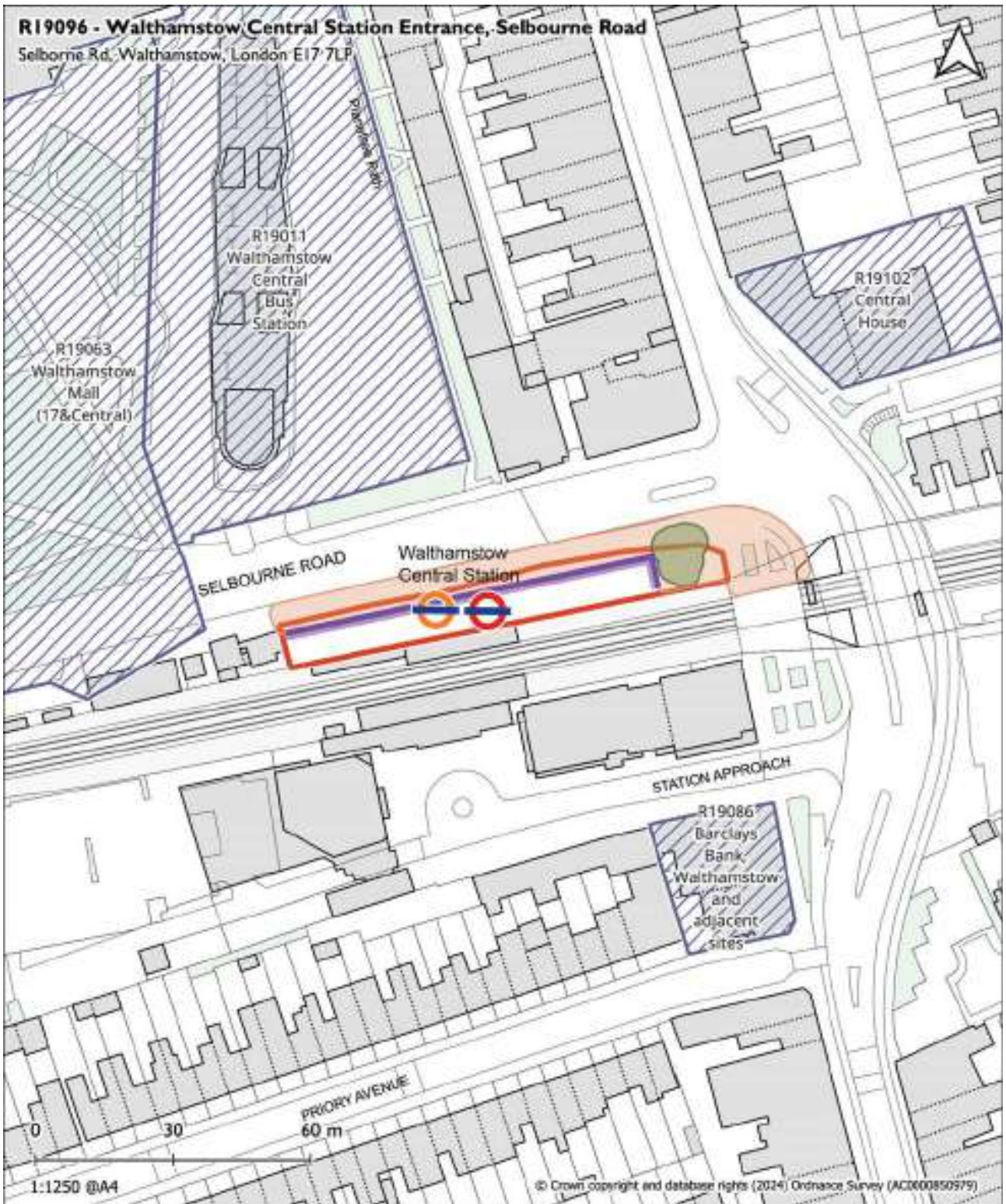
Walthamstow Central Station Entrance, Selborne Road (R19096) - Site Requirements

In order to secure planning permission, development proposals will be expected to

- A. Provide town centre uses on site that enhance and complement Walthamstow Major Centre’s existing offer. Uses that are considered particularly suitable for this site include retail and workspace, including for technology uses. The quantum of uses should be informed through the detailed design process and an assessment of need should be made at the application stage, including through reference to vacancy rates within the designated centre.
- B. Provide well designed active commercial ground-floor frontage onto Selbourne Road and Hoe Street, ensuring that this relates positively to the surrounding context. The design should enhance wayfinding to Walthamstow Central Station and to Walthamstow High Street and should maximise natural surveillance within the area to ensure community safety.
- C. Demonstrate that there would be no adverse impact on the amenity of future occupiers from noise, vibrations or light associated with the continued effective operation of the railway. Proposals should consider how effective landscaping can contribute to this, whilst retaining a sufficient easement between the railway and any buildings to enable access for maintenance and servicing.

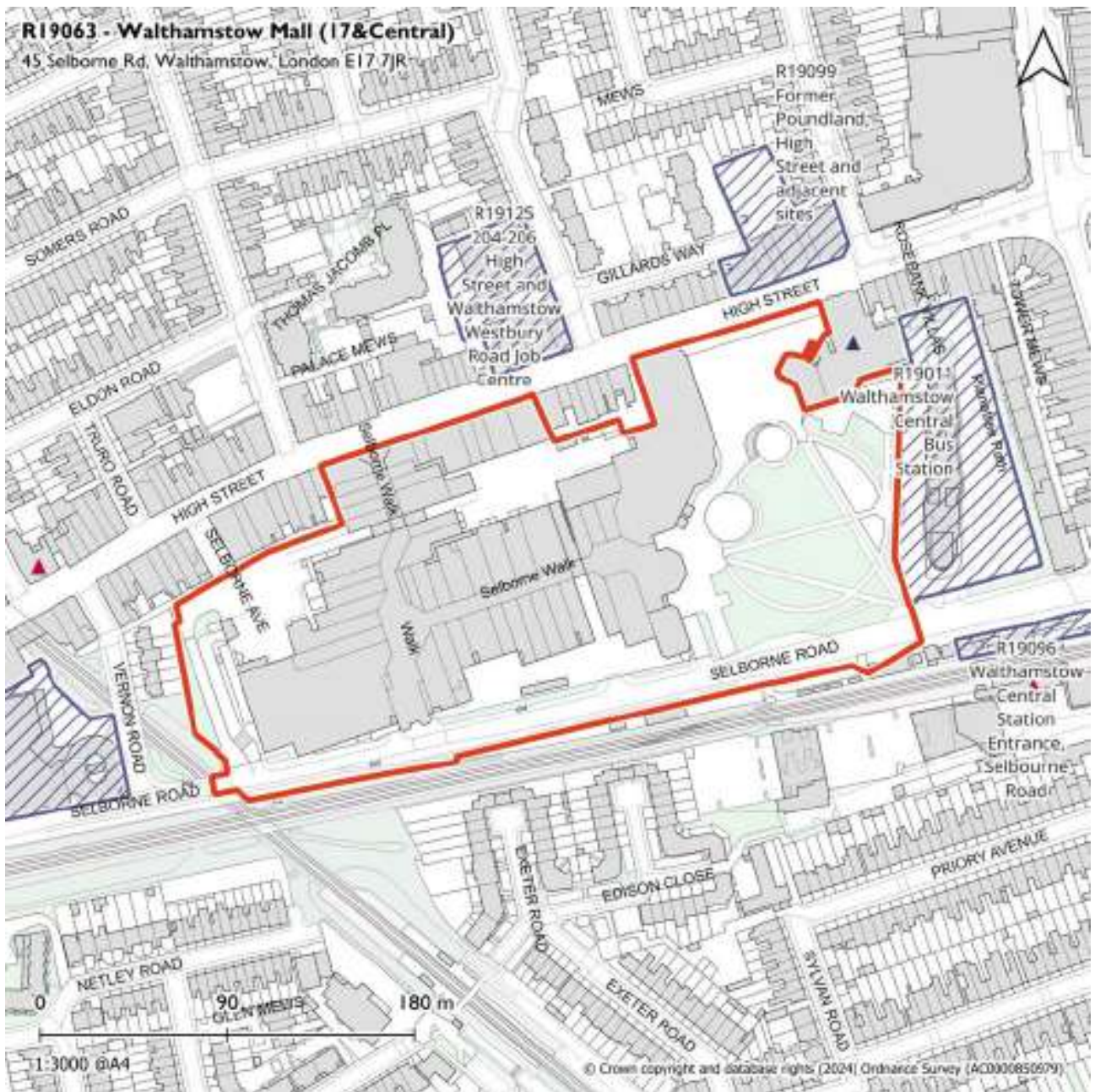
- D. Enhance the existing public realm along Selbourne Road and retain, and enhance further where necessary public realm improvements on Hoe Street to deliver a pedestrian-focused environment which is green, safe and accessible to all.
- E. Deliver new and enhanced greening and biodiversity throughout and around the site, including through the provision of tree planting, green spaces, and green roofs.
- F. Deliver new pedestrian and cycling connectivity along Selbourne Road, linking to the existing provision on Hoe Street, St Mary's Road, and to the Active Travel Hub at Walthamstow Central Station.
- G. Provide a new entrance incorporating step-free access to Walthamstow Central Station.
- H. Retain and enhance significant and/or mature trees by incorporating them into the layout and landscape design, and suitably protecting them during construction and operation. This includes root protection as well as crown growth in proximity to buildings over the tree's natural lifespan.

Walthamstow Central Station Entrance, Selbourne Road (R19096) - Placemaking Plan



Please read in conjunction with the 'Placemaking Plan Key', which can be found at the end of the document.

Walthamstow Mall (17&Central) (R19063)



Please read in conjunction with the 'Site Boundary and Constraints Plan Key', which can be found at the end of the document.

Address:	45 Selborne Rd, Walthamstow, London E17 7JR		
Previous site reference:	SA26	Ward:	High Street
Site Size (Ha):	5.04	Ownership:	Public (with long private lease)
Consent Status:	Part consented	Planning Reference(s):	202491
Planning Designations:	Walthamstow Town Centre Strategic Location; Walthamstow Town Centre; Area potentially suitable for tall building(s)*; PSA; Listed Building (adjacent); APA; AQMA; CDA.		

Footnote to Planning Desinations - *This site has been identified as a location where a building/buildings of 18 storeys or more may be acceptable, within an indicative range of 18 - 34 storeys on the implemented site and 18 – 29 storeys on the unimplemented site. This is subject to contextual analysis, a robust placemaking strategy, and assessment against all relevant policies set out within Local Plan Part 1, including Policy 54 Tall Buildings.

Walthamstow Mall (17&Central) (R19063) - Site Allocation

Site Allocation

- A. Reprovide, enhance and modernise retail and town centre uses and provide a new step-free entrance to Walthamstow Central Station, new homes, retail and other town centre uses, new and enhanced public realm and accessible, biodiverse green open spaces, including an enhanced town square.

Indicative Capacities

- B. 1,220 homes, of which 538 homes are consented and are implemented.
- C. Overall town centre uses to be determined through further masterplanning and detailed planning applications at the time of submission.

Potential Delivery Timescale

- D. Development of the site is expected to be completed in

2020-2025	2025-2030	2030-2035
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Character-led Intensification Approach

- E. Transformation

Walthamstow Mall (17&Central) (R19063) - Site Requirements

In order to secure planning permission, development proposals will be expected to

- A. Deliver a new entrance to Walthamstow Central Station to provide step-free access and enable increased capacity. Proposals should deliver associated public realm enhancements to enhance the wider transport interchange, ensuring that it is safe, accessible and inclusive for all.
- B. Optimise the capacity of the site to deliver approximately 1,220 high quality, accessible, sustainable homes, including affordable housing, of which 538 homes have been consented on the eastern part of the site, with 499 homes currently being delivered and 39 homes to be delivered from 2026/27. The part of this site allocation without existing planning proposals may be suitable for the provision of high quality, sustainable, accessible Purpose-Built Student Accommodation, including affordable student accommodation, subject to compliance with all relevant planning policy tests and an overall indicative cap for the Walthamstow Strategic Location of 890 purpose-built student rooms. Purpose-Built Student Accommodation in the borough

is expected to have a nomination agreement for occupation by students of one or more higher education provider(s), with the priority being provision for the University of Portsmouth.

- C. Explore whether further Build to Rent homes (meeting the London Plan and Local Plan Part 1 definitions), including affordable housing preferably for London Living Rent, are appropriate for the unimplemented part of this site. All Build to Rent development in the borough will be expected to explore the potential to offer affordable housing to local key workers.
- D. Reprovide and upgrade retail uses alongside other main town centre uses that enhance Walthamstow Major Centre's existing offer. Uses should complement the 2,751 sqm of retail floorspace, 1,205 sqm of food and beverage floorspace, and 439 sqm flexible retail / business / community floorspace that are being provided as part of the implemented scheme, with those considered particularly suitable including additional food and beverage uses and workspace, cultural uses and night time economy uses. The quantum of uses should be informed through the detailed design process and an assessment of need should be made at the application stage, including through reference to vacancy rates within the designated centre. Development should take a phased approach to allow for the continuity of trade.
- E. Ensure proposals account for the site's relationship with Walthamstow Market and the needs of traders, including consideration of market storage facilities and provisions for stallholders. Applicants should liaise with the Council at the earliest possible stage to opportunities for upgraded market facilities.
- F. Develop a comprehensive, site wide masterplan for the site to ensure that the delivery is cohesively planned and aligned with the consented development.
- G. Reinstate the historic street pattern, creating a network of new streets within the site formed around new inclusive public spaces to deliver a pedestrian-focused environment with biodiverse green amenity, which is safe and accessible to all.
- H. Provide well designed active commercial ground-floor frontages onto Walthamstow High Street and active residential ground-floor frontages onto Selbourne Road, ensuring that this relates positively to the surrounding context and maximises natural surveillance to ensure community safety for all.
- I. Avoid harmful impacts on the sensitive edges associated with the residential uses that bound the site.
- J. Deliver new and enhanced greening and biodiversity throughout and around the site, including through the provision of tree planting, green spaces, and green roofs.
- K. Redesign the Walthamstow Town Square Gardens to create a new and improved civic and ecological heart for Walthamstow Major Centre.
- L. Deliver new pedestrian and cycling connectivity through the site and enhance the existing pedestrian and cycling connectivity along Selbourne Road.

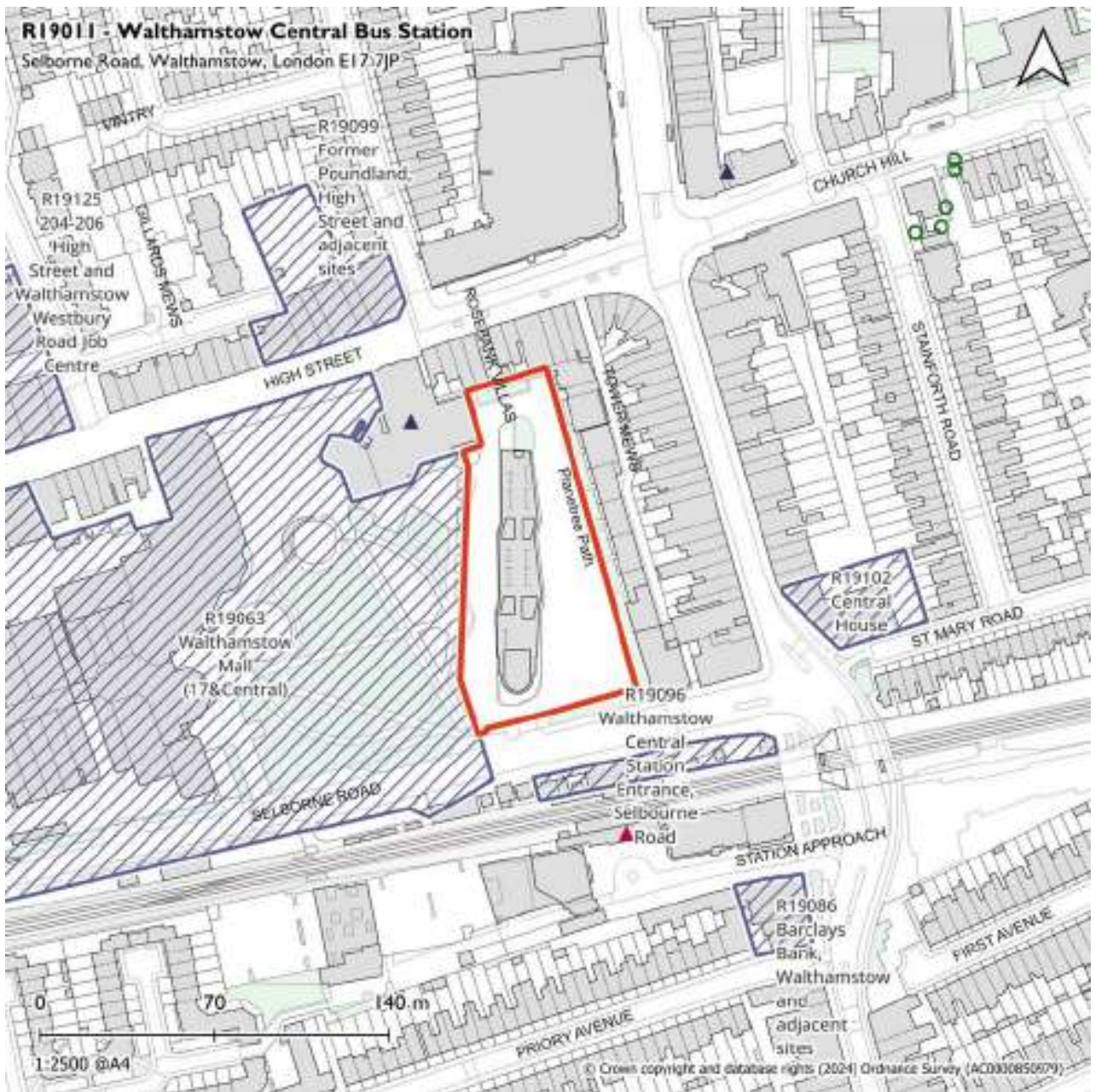
- M. Provide safe, well defined and well managed servicing and delivery access to the site from Selbourne Road.
- N. Preserve or enhance the significance, setting and key views of the Grade II Listed St Walthamstow Central Library located to the east of the site.
- O. Mitigate existing pluvial flood risk to the west and south of the site to achieve greenfield run off rates through appropriate design, including Sustainable Drainage Systems (SuDS) where appropriate. Development should also make efforts to reduce pluvial flood risk off site.

Walthamstow Mall (17&Central) (R19063) - Placemaking Plan



Please read in conjunction with the 'Placemaking Plan Key', which can be found at the end of the document.

Walthamstow Central Bus Station (R19011)



Please read in conjunction with the 'Site Boundary and Constraints Plan Key', which can be found at the end of the document.

Address:	Selborne Road, Walthamstow, London E17 7JP		
Previous site reference:	SA25	Ward:	High Street
Site Size (Ha):	0.69	Ownership:	Public
Consent Status:	None	Planning Reference(s):	N/A
Planning Designations:	Walthamstow Town Centre Strategic Location; Walthamstow Town Centre; Area potentially suitable for tall building(s)*; Listed Building (adjacent); APA; AQFA; AQMA; CDA.		

Footnote to Planning Designations - *This site has been identified as a location where a building/buildings of 18 storeys or more may be acceptable, within an indicative range of 18 - 25 storeys. This is subject to contextual analysis, a robust placemaking strategy, and assessment against all relevant policies set out within Local Plan Part 1, including Policy 54 Tall Buildings.

Walthamstow Central Bus Station (R19011) - Site Allocation

Site Allocation

- A. Provide new homes, workspace and other town centre uses, a new integrated step free Underground and bus station entrance and improvements to the public transport interchange, new and enhanced public realm and accessible, biodiverse green open spaces.

Indicative Capacities

- B. 205 homes
- C. 50 sqm retail uses
- D. 230 sqm TfL facilities

Potential Delivery Timescale

- D. Development of the site is expected to be completed in

20220-2025	2025-2030	2030-2035
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Character-led Intensification Approach

- E. Transformation

Walthamstow Central Bus Station (R19011) - Site Requirements

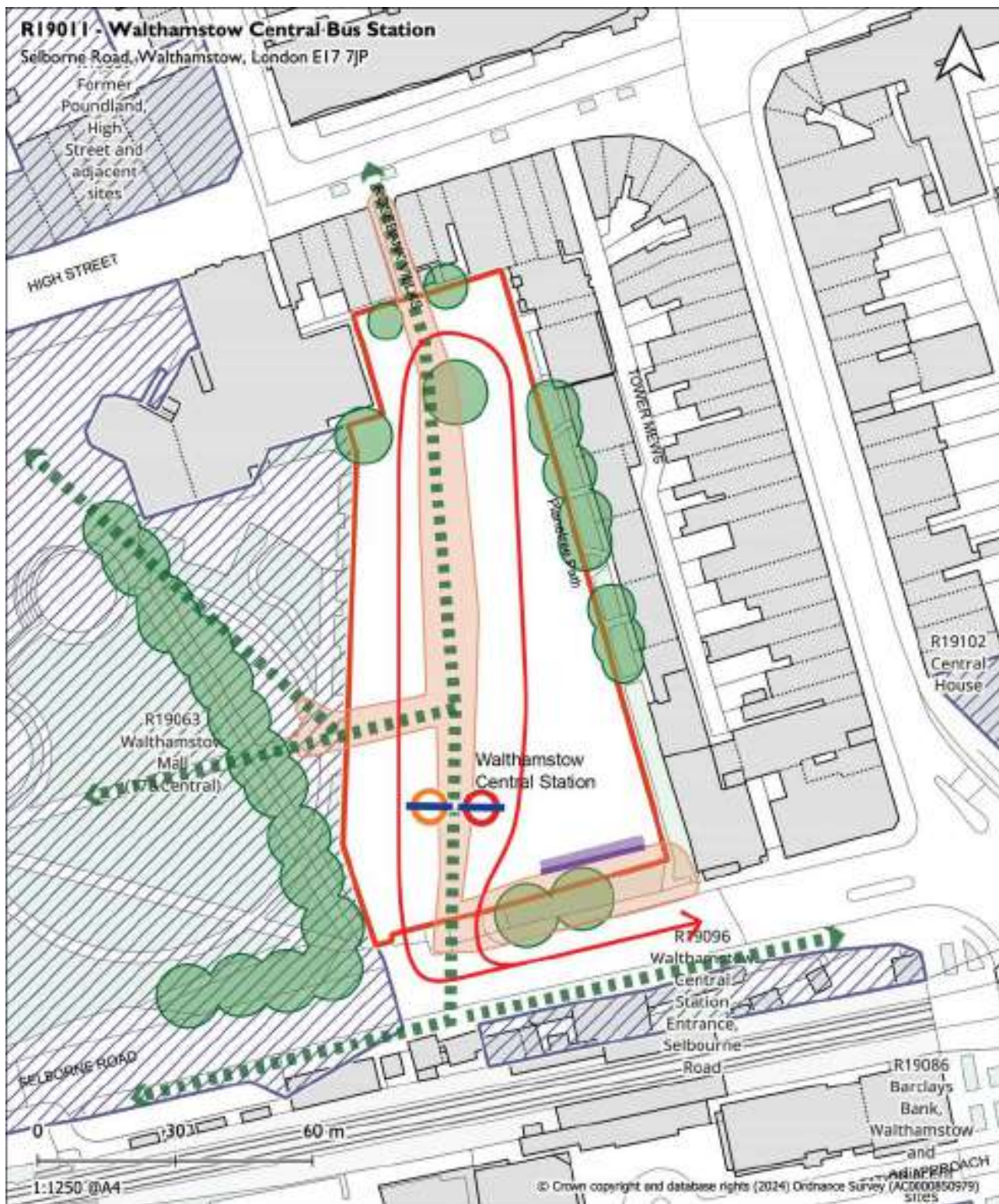
In order to secure planning permission, development proposals will be expected to

- A. Optimise the capacity of the site to deliver approximately 205 high quality, accessible, sustainable homes, including affordable housing. This site allocation, or parts of this site allocation, may be suitable for the provision of high quality, sustainable, accessible Purpose-Built Student Accommodation, including affordable student accommodation, subject to compliance with all relevant planning policy tests and an overall indicative cap for the Walthamstow Strategic Location of 890 purpose-built student rooms. Purpose-Built Student Accommodation in the borough is expected to have a nomination agreement for occupation by students of one or more higher education provider(s), with the priority being provision for the University of Portsmouth.
- B. Explore whether Build to Rent homes (meeting the London Plan and Local Plan Part 1 definitions), including affordable housing preferably for London Living Rent, are appropriate for this site or parts of this site. All Build to Rent development in the borough will be expected to explore the potential to offer affordable housing to local key workers.

- C. Provide town centre uses on site that enhance and complement the Walthamstow Major Centre's existing offer. Uses that are considered particularly suitable for this site include small scale retail uses or a café. The quantum of uses should be informed through the detailed design process and an assessment of need should be made at the application stage, including through reference to vacancy rates within the designated centre.
- D. Provide well designed active ground-floor frontage onto Selborne Road, ensuring that this relates positively to the surrounding context and maximises natural surveillance to ensure community safety for all.
- E. Enhance the existing public realm onto Selbourne Road and to the west of the site, fronting onto Walthamstow Town Square Gardens, and at the passage to the north of the site connecting with the High Street to deliver a pedestrian-focused environment which is green, safe and accessible to all.
- F. Reprovide, modernise and improve the public transport interchange on the site, ensuring that this facility is operational during the construction.
- G. Support the delivery of a new entrance to Walthamstow Central Station to provide step-free access and enable increased capacity. Proposals should deliver associated public realm enhancements to enhance the wider transport interchange, ensuring that it is safe, accessible and inclusive for all.
- H. Ensure new residential uses do not negatively impact upon the effective operation of the existing bus station during or following construction. The design of homes should mitigate the impact of noise and light emitted from the bus station use in line with the Agent of Change principle.
- I. Provide safe, well define and well managed servicing and delivery access to the south of the site from Selborne Road, ensuring that this does not interfere with the continued operation of the bus station.
- J. Enhance existing cycle and pedestrian connectivity through the site, linking to the High Street to the north and Walthamstow Town Square to the west. Increased permeability through the site will need to be achieved, whilst avoiding conflicts between pedestrians and buses by limiting movement to formal crossing points. Proposals will be expected to also enhance pedestrian and cycling connectivity along Selborne Road.
- K. Preserve or enhance the significance, setting and key views of the nearby designated heritage assets, including the Grade II listed Walthamstow Central Library.
- L. Deliver new and enhanced greening and biodiversity throughout and around the site, including through the provision of tree planting, green spaces, and green roofs, focusing in particular on the west of the site, adjacent to Walthamstow Town Square.
- M. Retain and enhance significant and/or mature trees by incorporating them into the layout and landscape design, and suitably protecting them during construction and operation. This includes root protection as well as crown growth in proximity to buildings over the tree's natural lifespan.

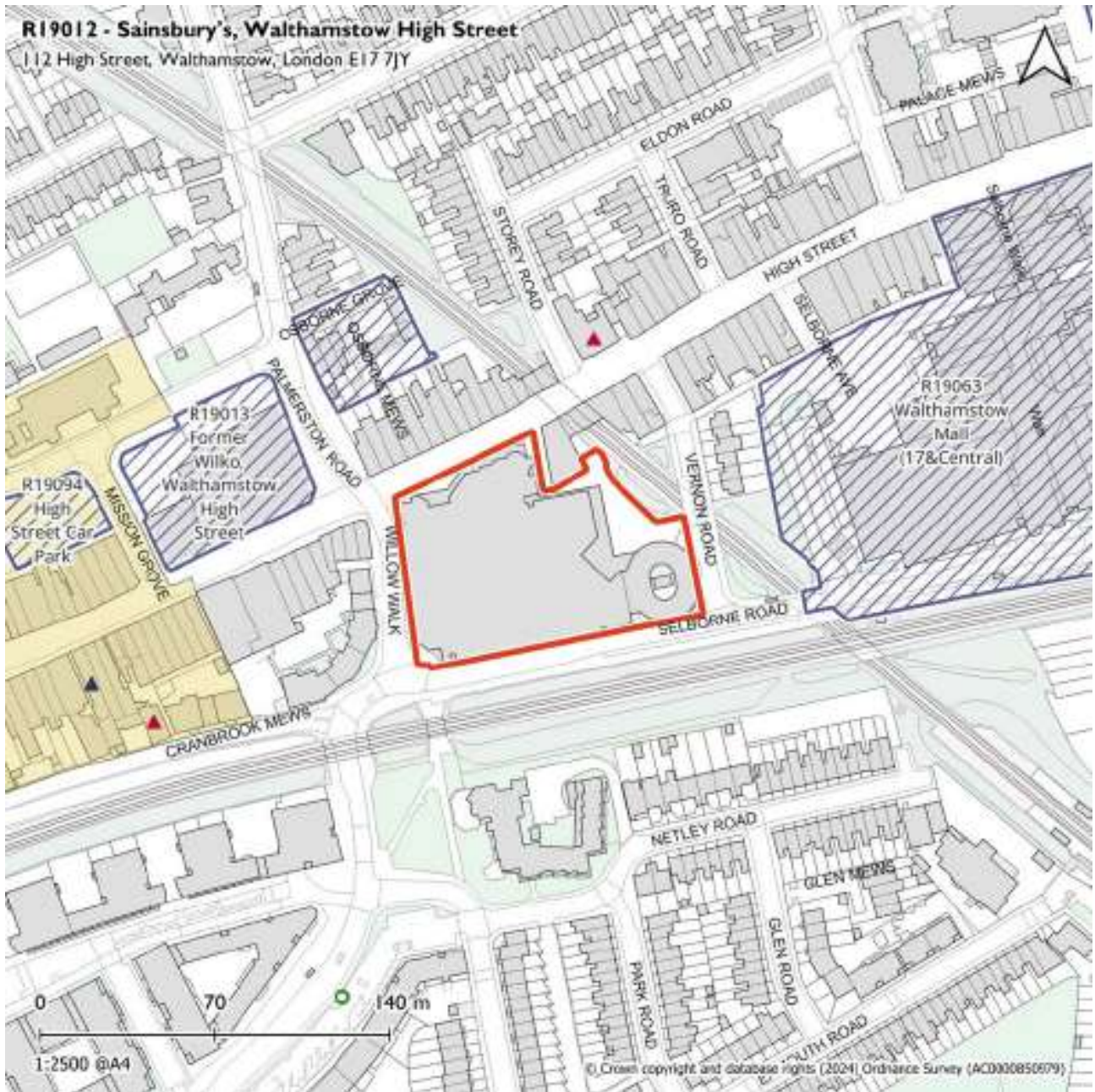
N. Ensure design and construction does not interfere with the integrity of the Underground Line that runs below the site.

Walthamstow Central Bus Station (R19011) - Placemaking Plan



Please read in conjunction with the 'Placemaking Plan Key', which can be found at the end of the document.

Sainsbury's, Walthamstow High Street (R19012)



Please read in conjunction with the 'Site Boundary and Constraints Plan Key', which can be found at the end of the document.

Address:	112 High Street, Walthamstow, London E17 7JY		
Previous site reference:	SA28	Ward:	High Street
Site Size (Ha):	0.76	Ownership:	Public (with long private lease)
Consent Status:	None	Planning Reference(s):	N/A
Planning Designations:	Bakers Arms Strategic Location; Bakers Arms District Centre; Area potentially suitable for tall building(s)*; PSA; Listed Building (adjacent); Conservation Area; Locally Listed Building (adjacent); APA; AQFA; AQMA.		

Footnote to Planning Designations - *This site has been identified as a location where a building/buildings of 18 storeys or more may be acceptable, within an indicative range of 18 - 22 storeys. This is subject to contextual analysis, a robust placemaking strategy, and assessment against all relevant policies set out within Local Plan Part 1, including Policy 54 Tall Buildings.

Sainsbury’s, Walthamstow High Street (R19012) - Site Allocation

Site Allocation

A. Reprovide a suitably sized supermarket and community facilities, and provide new homes, town centre uses, new and enhanced public realm and accessible, biodiverse green open spaces.

Indicative Capacities

- B. 345 homes
- C. 3,905 sqm supermarket retail
- D. 1,255 sqm town centre uses (such as other retail, food and beverage, healthcare and community facilities)

Potential Delivery Timescale

E. Development of the site is expected to be completed in

2020-2025	2025-2030	2030-2035
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Character-led Intensification Approach

F. Transformation

Sainsbury’s, Walthamstow High Street (R19012) - Site Requirements

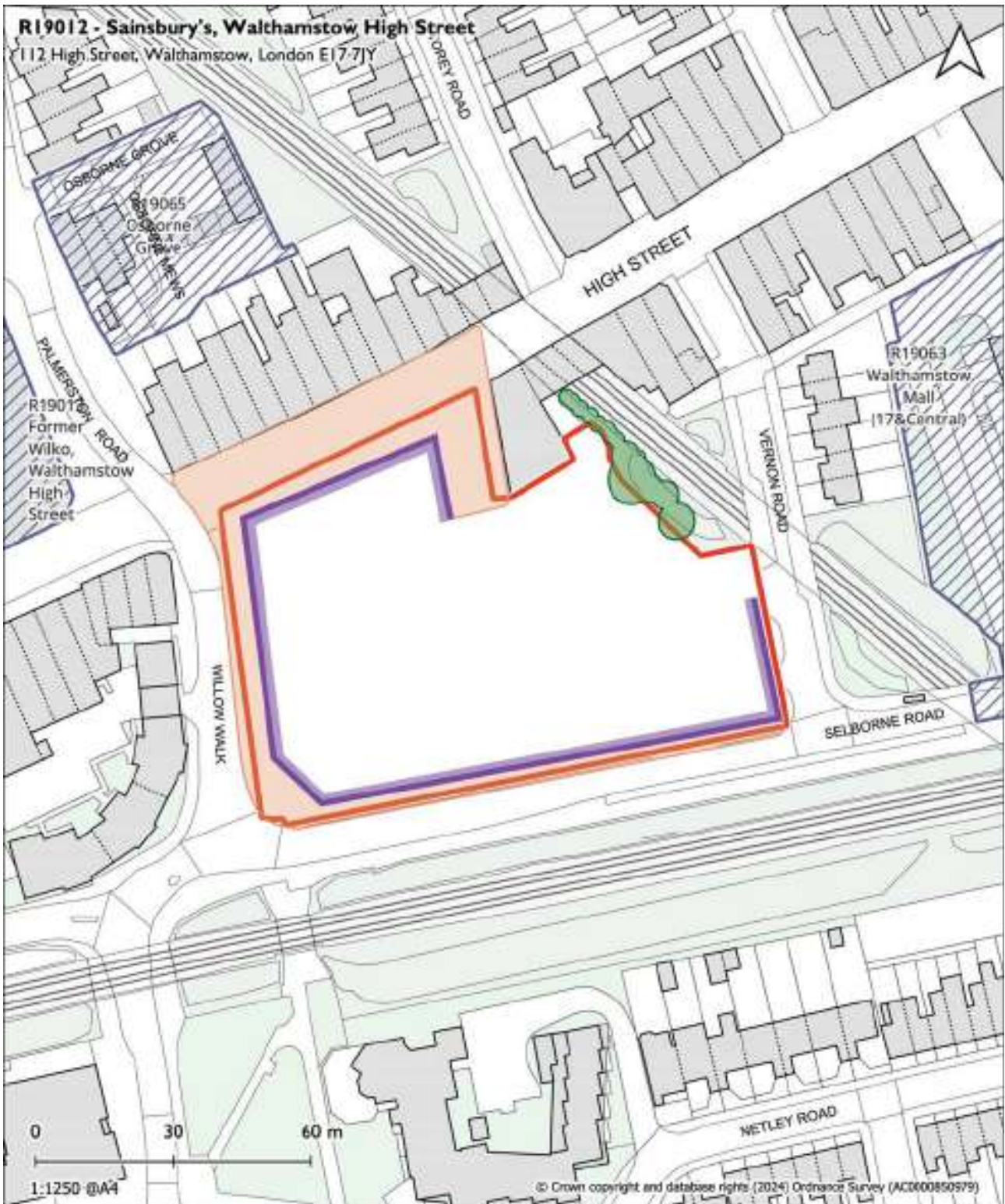
In order to secure planning permission, development proposals will be expected to

- A. Optimise the capacity of the site to deliver approximately 345 high quality, accessible, sustainable homes, including affordable housing.
- B. Explore whether Build to Rent homes (meeting the London Plan and Local Plan Part 1 definitions), including affordable housing preferably for London Living Rent, are appropriate for this site or parts of this site. All Build to Rent development in the borough will be expected to explore the potential to offer affordable housing to local key workers.

- C. Reprovide the supermarket on site, the format and size of which should be informed by the requirements of the owner or leaseholder at the time an application is submitted, subject to an assessment of local convenience retail needs and balanced against all other planning considerations, including the vision for the site and wider location. Development should take a phased approach to allow for the continuity of trade.
- D. Reprovide community facilities and provide other main town centre uses that enhance Walthamstow Major Centre's existing offer. Uses that are considered to be particularly suitable for this site include comparison retail, food and beverage uses, workspace, cultural and night time economy uses. The quantum of uses should be informed through the detailed design process and an assessment of need should be made at the application stage, including through reference to vacancy rates within the designated centre.
- E. Ensure proposals account for the site's relationship with Walthamstow Market and the needs of traders, including consideration of market storage facilities and provisions for stallholders. Applicants should liaise with the Council at the earliest possible stage to explore opportunities for upgraded market facilities.
- F. Provide well designed active commercial ground-floor frontage onto Walthamstow High Street and Willow Walk, and active residential ground-floor frontage onto Selbourne Road, creating overlooking to maximise natural surveillance to ensure community safety for all.
- G. Demonstrate that there would be no adverse impact on the amenity of future occupiers from noise, vibrations or light associated with the continued effective operation of the railway. Proposals should consider how effective landscaping can contribute to this, whilst retaining a sufficient easement between the railway and any buildings to enable access for maintenance and servicing.
- H. Enhance the existing public realm on Walthamstow High Street, Willow Walk and Selborne Road to deliver a pedestrian-focused environment which is green, safe and accessible to all. Proposals should introduce tree planting and landscaping, as well as seating and places to rest, ensuring the public realm is well activated and overlooked.
- I. Enhance existing pedestrian and cycling connectivity along Walthamstow High Street (without compromising the successful ongoing operation of the market), Willow Walk and Selborne Road, ensuring that the stepped cycle infrastructure is maintained and kept safe and accessible to all throughout construction.
- J. Preserve or enhance the significance, setting, and key views of the nearby Walthamstow St James Conservation Area.
- K. Deliver new and enhanced greening and biodiversity throughout and around the site, including through the provision of tree planting, green spaces, and green roofs..

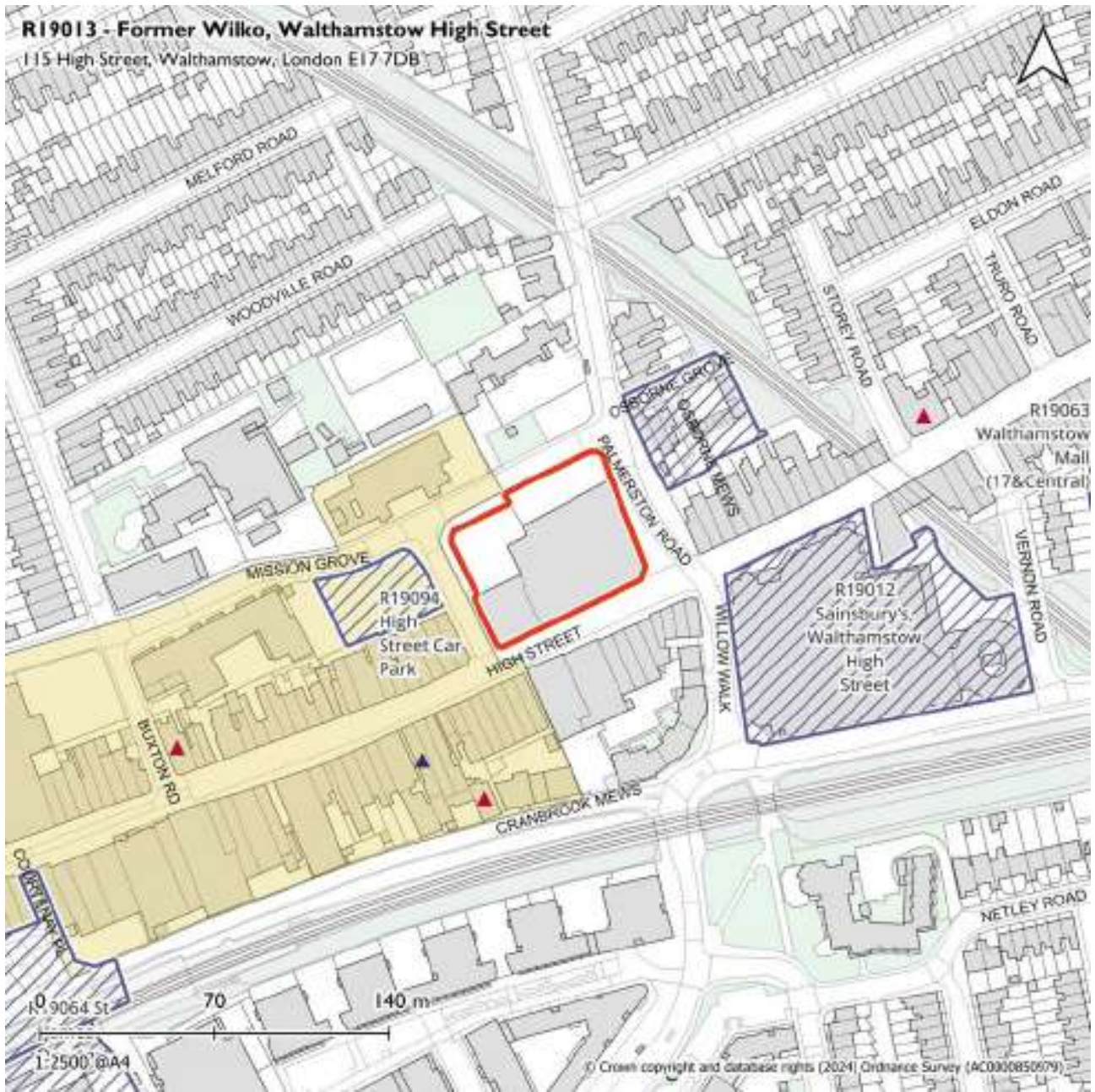
- L. Retain and enhance significant and/or mature trees by incorporating them into the layout and landscape design, and suitably protecting them during construction and operation. This includes root protection as well as crown growth in proximity to buildings over the tree's natural lifespan.
- M. Mitigate any groundwater flood risk, which is identified as being greater than 75% across the site, through appropriate design and siting of the buildings. Any basement development or excavation will be required to provide a Basement Impact Assessment and will be required to demonstrate that development will not unduly displace groundwater to neighbouring properties or increase the flood risk of these properties.
- N. Explore the potential for meanwhile uses on the site, including on the car park roof.

Sainsbury's, Walthamstow High Street (R19012) - Placemaking Plan



Please read in conjunction with the 'Placemaking Plan Key', which can be found at the end of the document.

Former Wilko, Walthamstow High Street (R19013)



Please read in conjunction with the 'Site Boundary and Constraints Plan Key', which can be found at the end of the document.

Address:	115 High Street, Walthamstow, London E17 7DB		
Previous site reference:	SA29	Ward:	High Street
Site Size (Ha):	0.36	Ownership:	Mixed
Consent Status:	None	Planning Reference(s):	N/A
Planning Designations:	Walthamstow Town Centre Strategic Location; Walthamstow Town Centre; PSA; Conservation Area (adjacent); APA; AQMA.*		

Footnote to Planning Designations - *The site is proposed through this document to be removed as a 'Location Suitable for Tall Buildings'. This is set out in more detail under 'Policy Map Changes'.

Former Wilko, Walthamstow High Street (R19013) - Site Allocation

Site Allocation

- A. Reprovide retail use and provide new homes, other town centre uses, and enhanced public realm with biodiverse landscaping.

Indicative Capacities

- B. 135 homes
- C. 470 sqm town centre uses (such as retail, food and beverage, and entertainment)
- D. 260 sqm storage for market traders

Potential Delivery Timescale

- E. Development of the site is expected to be completed in

2020-2025	2025-2030	2030-2035
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Character-led Intensification Approach

- F. Transition

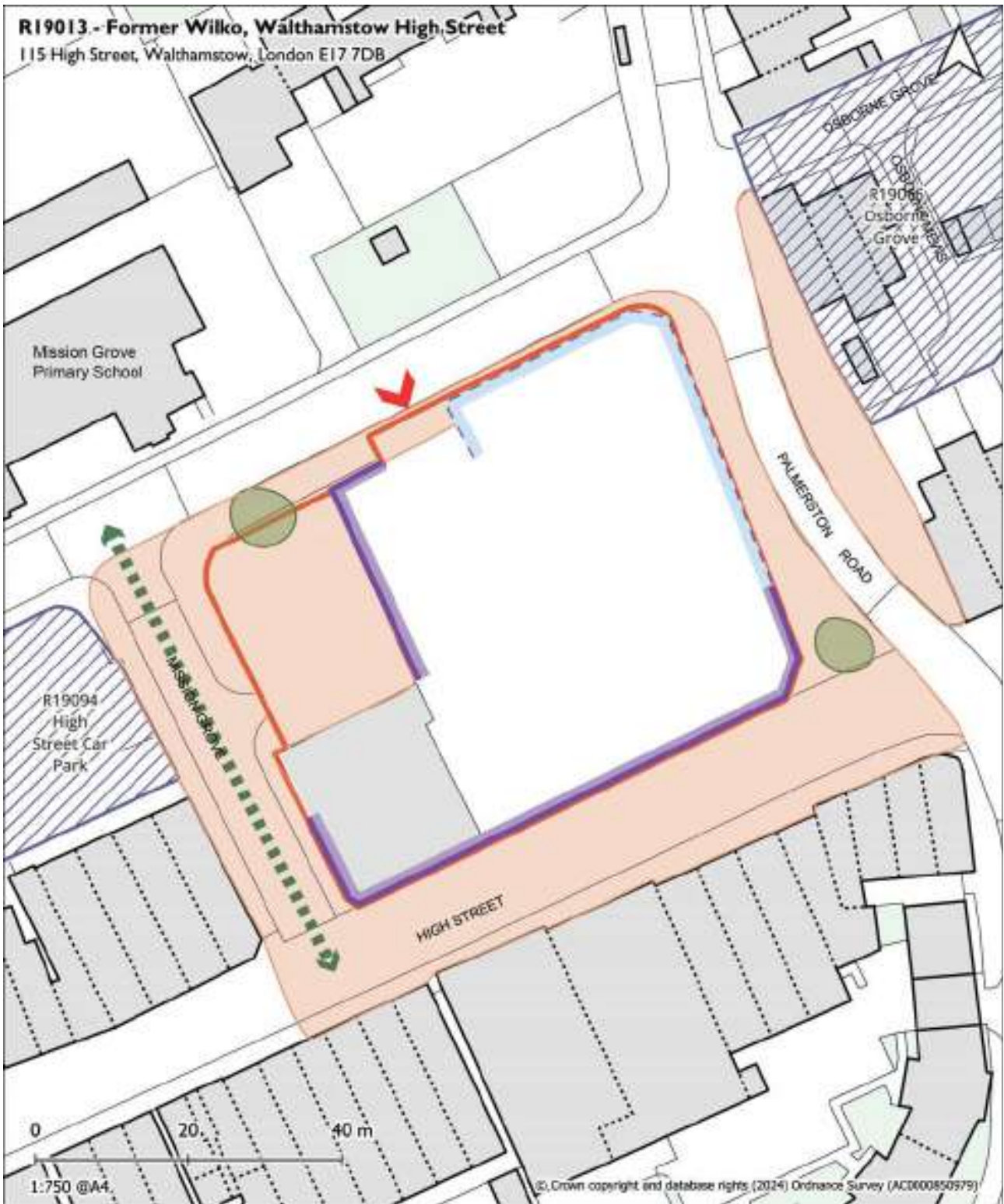
Former Wilko, Walthamstow High Street (R19013) - Site Requirements

In order to secure planning permission, development proposals will be expected to

- A. Optimise the capacity of the site to deliver approximately 135 high quality, accessible, sustainable homes, including affordable housing.
- B. Explore whether Build to Rent homes (meeting the London Plan and Local Plan Part 1 definitions), including affordable housing preferably for London Living Rent, are appropriate for this site or parts of this site. All Build to Rent development in the borough will be expected to explore the potential to offer affordable housing to local key workers.
- C. Provide town centre uses on site that enhance and complement the Walthamstow Major Centre's existing offer. Uses that are considered particularly suitable for this site include retail, food and beverage uses, cultural and community uses, and night time economy uses. The quantum of uses should be informed through the detailed design process and an assessment of need should be made at the application stage, including through reference to vacancy rates within the designated centre.

- D. Ensure proposals account for the site's relationship with Walthamstow Market and the needs of traders, including consideration of market storage facilities and provisions for stallholders. Applicants should liaise with the Council at the earliest possible stage to explore opportunities for upgraded market facilities.
- E. Provide well designed active commercial ground-floor frontage onto Walthamstow High Street, with the junction with Palmerston Road marking an important entrance to the High Street, and provide active residential ground-floor frontage onto the northern part of Palmerstone Road and Mission Grove, ensuring that they relate positively to the surrounding context and maximise natural surveillance to ensure community safety for all.
- F. Enhance the existing public realm to the on all sides of the site to deliver a pedestrian-focused environment which is green, safe and accessible to all. There is an opportunity to create a space for people to dwell within the town centre, and proposals should be integrated with development on the adjacent High Street Car Park site (R19094), contributing to the creation of a new Play Street on Mission Grove.
- G. Enhance existing pedestrian and cycling connectivity along Walthamstow High Street (without compromising the successful ongoing operation of the market), Palmerston Road and Mission Grove, ensuring that the on-road cycle lane is maintained and kept safe and accessible to all throughout construction.
- H. Preserve or enhance the significance, setting and key views of the Walthamstow St James Conservation Area.
- I. Deliver new and enhanced greening and biodiversity throughout and around the site, including through the provision of tree planting, green spaces, and green roofs.
- J. Retain and enhance significant and/or mature trees by incorporating them into the layout and landscape design, and suitably protecting them during construction and operation. This includes root protection as well as crown growth in proximity to buildings over the tree's natural lifespan.
- K. Mitigate any groundwater flood risk, which is identified as being greater than 75% across the site, through appropriate design and siting of the buildings. Any basement development or excavation will be required to provide a Basement Impact Assessment and will be required to demonstrate that development will not unduly displace groundwater to neighbouring properties or increase the flood risk of these properties.

Former Wilko, Walthamstow High Street (R19013) - Placemaking Plan



Please read in conjunction with the 'Placemaking Plan Key', which can be found at the end of the document.

High Street Car Park (R19094)



Please read in conjunction with the 'Site Boundary and Constraints Plan Key', which can be found at the end of the document.

Address:	Mission Grove, Walthamstow, London E17 7DB		
Previous site reference:	N/A	Ward:	High Street
Site Size (Ha):	0.11	Ownership:	Public
Consent Status:	None	Planning Reference(s):	N/A
Planning Designations:	Walthamstow Town Centre Strategic Location; Walthamstow Town Centre; Conservation Area; APA; AQMA.		

High Street Car Park (R19094) - Site Allocation

Site Allocation

- A. Provide new homes, town centre uses, and enhanced public realm with biodiverse landscaping.

Indicative Capacities

- B. 25 homes
- C. 135 sqm town centre uses

Potential Delivery Timescale

- D. Development of the site is expected to be completed in

2020-2025	2025-2030	2030-2035
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Character-led Intensification Approach

- E. Transition

High Street Car Park (R19094) - Site Requirements

In order to secure planning permission, development proposals will be expected to

- A. Optimise the capacity of the site to deliver approximately 25 high quality, accessible, sustainable homes, including affordable housing.
- B. Provide town centre uses that enhance and complement Walthamstow Major Centre’s existing offer. Uses that are considered particularly suitable for this site include food and beverage uses which could activate the location and provide a potential rest point outside Mission Grove Primary School.
- C. Ensure proposals account for the site’s relationship with Walthamstow Market and the needs of traders, including consideration of market storage facilities and provisions for stallholders. Applicants should liaise with the Council at the earliest possible stage to explore opportunities for upgraded market facilities.
- D. Provide well designed active commercial ground-floor frontage onto the corner and the northern part of Mission Grove, ensuring that this relates positively to the surrounding context and maximises natural surveillance to ensure community safety for all.
- E. Avoid harmful impacts on the sensitive edges associated with the residential uses that bound the site. Massing should step back from the site boundary on upper floors at this location.

- F. Provide safe, well defined and well managed servicing and delivery access from Mission Grove on the north of the site. Appropriate mitigation measures should also be implemented, such as through Servicing and Delivery Plans, to limit servicing vehicles from using the Play Street.
- G. Enhance the existing public realm on Mission Grove and outside the Mission Grove Primary School to deliver a pedestrian-focused environment which is green, safe and accessible to all. Proposals should provide a new Play Street which incorporates playful elements integrated between the school and the High Street.
- H. Deliver new and enhanced greening and biodiversity throughout and around the site, including through the provision of tree planting, green spaces, and green roofs. The repurposing of the car park to provide alternative uses, including affordable housing and new public realm / green spaces, supports the borough's Climate Action Plan.
- I. Enhance existing pedestrian and cycling connectivity along Mission Grove, enhancing wayfinding and access to the High Street.
- J. Preserve or enhance the significance, setting and key views of the Walthamstow St James Conservation Area, including those buildings which make a positive contribution to its character, including Mission Grove Primary School. In particular, development will be expected to improve the street elevation on Mission Grove opposite the school, and to respect and maintain the views from the High Street towards the school.
- K. Mitigate any groundwater flood risk, which is identified as being greater than 75% across the site, through appropriate design and siting of the buildings. Any basement development or excavation will be required to provide a Basement Impact Assessment and will be required to demonstrate that development will not unduly displace groundwater to neighbouring properties or increase the flood risk of these properties.
- L. Explore opportunities for the meanwhile use of the site as a play space for children, which could incorporate green amenity.

High Street Car Park (R19094) - Placemaking Plan



Please read in conjunction with the 'Placemaking Plan Key', which can be found at the end of the document.

Mission Grove Car Park (R19092)



Please read in conjunction with the 'Site Boundary and Constraints Plan Key', which can be found at the end of the document.

Address:	Mission Grove, Walthamstow, London E17 7AB		
Previous site reference:	N/A	Ward:	High Street
Site Size (Ha):	0.15	Ownership:	Public
Consent Status:	None	Planning Reference(s):	N/A
Planning Designations:	Walthamstow Town Centre Strategic Location; Walthamstow Town Centre; PSA; Listed Building (adjacent); Conservation Area; Locally Listed Building (adjacent); APA; AQMA.		

Mission Grove Car Park (R19092) - Site Allocation

Site Allocation

- A. Provide new homes, town centre uses, and enhanced public realm with biodiverse landscaping.

Indicative Capacities

- B. 45 homes
- C. 290 sqm town centre uses

Potential Delivery Timescale

- D. Development of the site is expected to be completed in

2020-2025	2025-2030	2030-2035
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Character-led Intensification Approach

- E. Transition

Mission Grove Car Park (R19092) - Site Requirements

In order to secure planning permission, development proposals will be expected to

- A. Optimise the capacity of the site to deliver approximately 45 high quality, accessible, sustainable homes, including affordable housing.
- B. Provide town centre uses on site that enhance and complement Walthamstow Major Centre’s existing offer. Other uses that are considered particularly suitable for this site include workspace or food and beverage uses. Night time economy uses will not be supported here due to the proximity to residential uses. Given the site’s location away from the Primary Shopping Area, a residential only scheme would also be appropriate for this site.
- C. Ensure proposals account for the site’s relationship with Walthamstow Market and the needs of traders, including consideration of market storage facilities and provisions for stallholders. Applicants should liaise with the Council at the earliest possible stage to explore opportunities for upgraded market facilities.
- D. Provide well designed active ground-floor frontage onto Blackhorse Road / St James Street, which reflects the site’s role as the gateway entrance to Walthamstow Major Centre from Blackhorse Road. Frontages should relate positively to the surrounding context and maximise natural surveillance to ensure community safety for all.

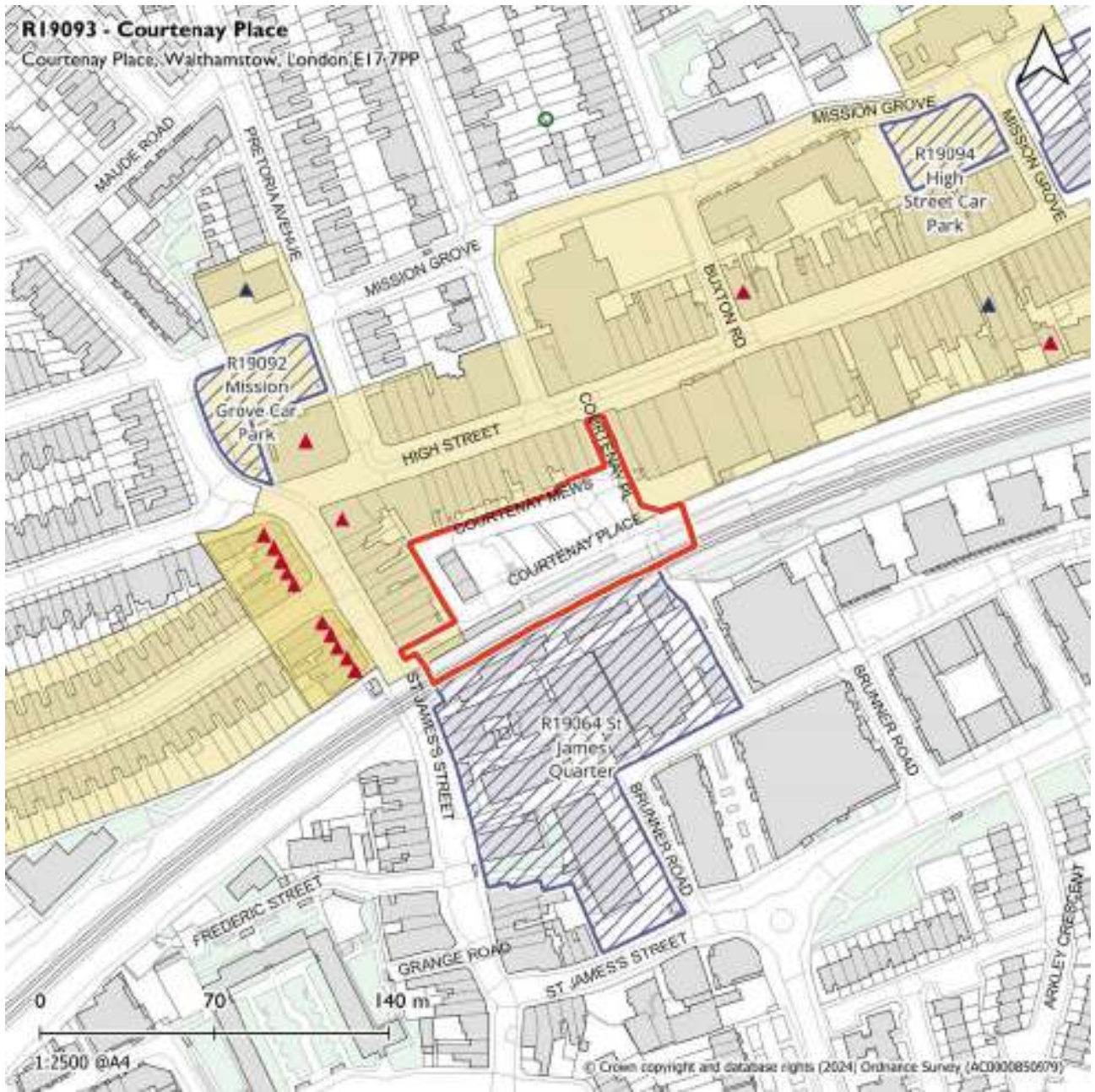
- E. Avoid harmful impacts on the sensitive edges associated with the commercial use that bounds the site. Massing should step down towards this location, and must ensure access to the supermarket from the rear is retained. Applicants should also consider opportunities for the comprehensive or integrated development with this site.
- F. Provide safe, well defined and well managed servicing and delivery access from Mission Grove.
- G. Enhance the existing public realm on Blackhorse Road / St James Street, Mission Grove, and Pretoria Avenue to deliver a pedestrian-focused environment which is green, safe and accessible to all. Enhancements on Blackhorse Road / St James Street should create a more generous footway to provide a better environment around Bus Stop C.
- H. Deliver new and enhanced greening and biodiversity throughout and around the site, including through the provision of tree planting, green spaces, and green roofs. The repurposing of the car park to provide alternative uses, including affordable housing and new public realm / green spaces, supports the borough's Climate Action Plan.
- I. Preserve or enhance the significance, setting and key views of the Walthamstow St James Conservation Area and the Grade II listed Clock House building to the north of the site.
- J. Mitigate any groundwater flood risk, which is identified as being greater than 75% across the site, through appropriate design and siting of the buildings. Any basement development or excavation will be required to provide a Basement Impact Assessment and will be required to demonstrate that development will not unduly displace groundwater to neighbouring properties or increase the flood risk of these properties.

Mission Grove Car Park (R19092) - Placemaking Plan



17.3 Please read in conjunction with the 'Placemaking Plan Key', which can be found at the end of the document.

Courtenay Place (R19093)



Please read in conjunction with the 'Site Boundary and Constraints Plan Key', which can be found at the end of the document.

Address:	Courtenay Place, Walthamstow, London E17 7PP		
Previous site reference:	N/A	Ward:	High Street
Site Size (Ha):	0.49	Ownership:	Mixed
Consent Status:	None	Planning Reference(s):	N/A
Planning Designations:	Walthamstow Town Centre Strategic Location; Walthamstow Town Centre; PSA; Conservation Area; Locally Listed Building (adjacent); APA; SINC; AQMA.		

Courtenay Place (R19093) - Site Allocation

Site Allocation

- A. Provide town centre uses, improvements to the bus facility, new and enhanced public realm and accessible, biodiverse green open space.

Indicative Capacities

- B. 175 sqm town centre uses

Potential Delivery Timescale

- C. Development of the site is expected to be completed in

2020-2025	2025-2030	2030-2035
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Character-led Intensification Approach

- D. Transition

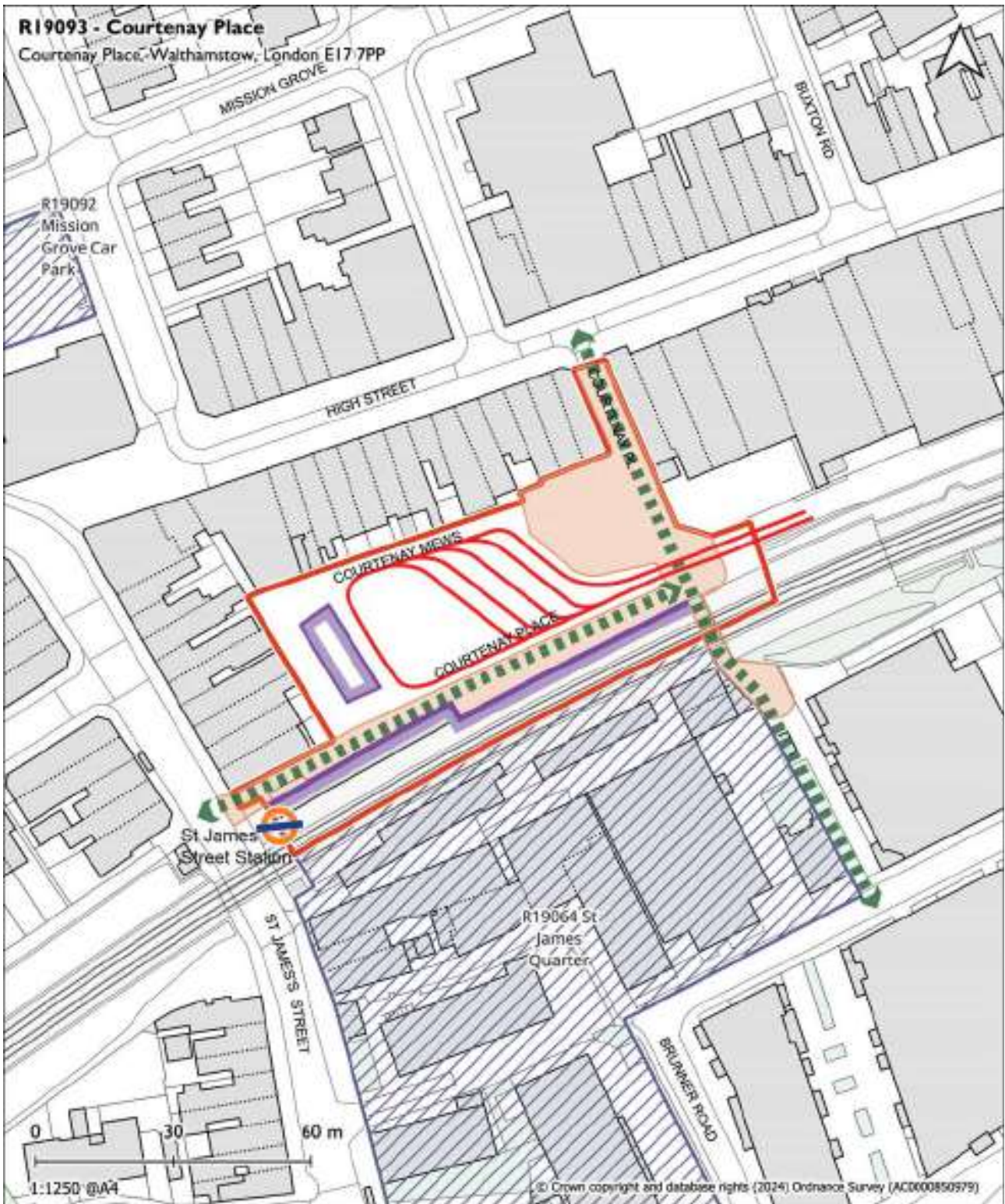
Courtenay Place (R19093) - Site Requirements

In order to secure planning permission, development proposals will be expected to

- A. Provide town centre uses on site that enhance and complement Walthamstow Major Centre’s existing offer, including through the activation of arches and the adjacent public realm to provide space for small businesses. Uses that are considered particularly suitable for this site include retail, food and beverage uses, and night time economy uses. The quantum of uses should be informed through the detailed design process and an assessment of need should be made at the application stage, including through reference to vacancy rates within the designated centre.
- B. Enhance the existing public realm parallel to the railway arches to deliver a pedestrian-focused environment which is green and accessible to all. Small businesses occupying the railway arches should be capable of utilising the space with events and outdoor dining, creating activity and maximising natural surveillance to ensure community safety.
- C. Avoid harmful impacts on the sensitive edges associated with the residential and commercial uses that bound the site. Proposals must ensure pedestrian and vehicular access to the rear of these properties is maintained.
- D. Provide safe, well defined and well managed servicing and delivery access from Cranbrook Mews, following an anti-clockwise direction to use the same circulation as the buses.

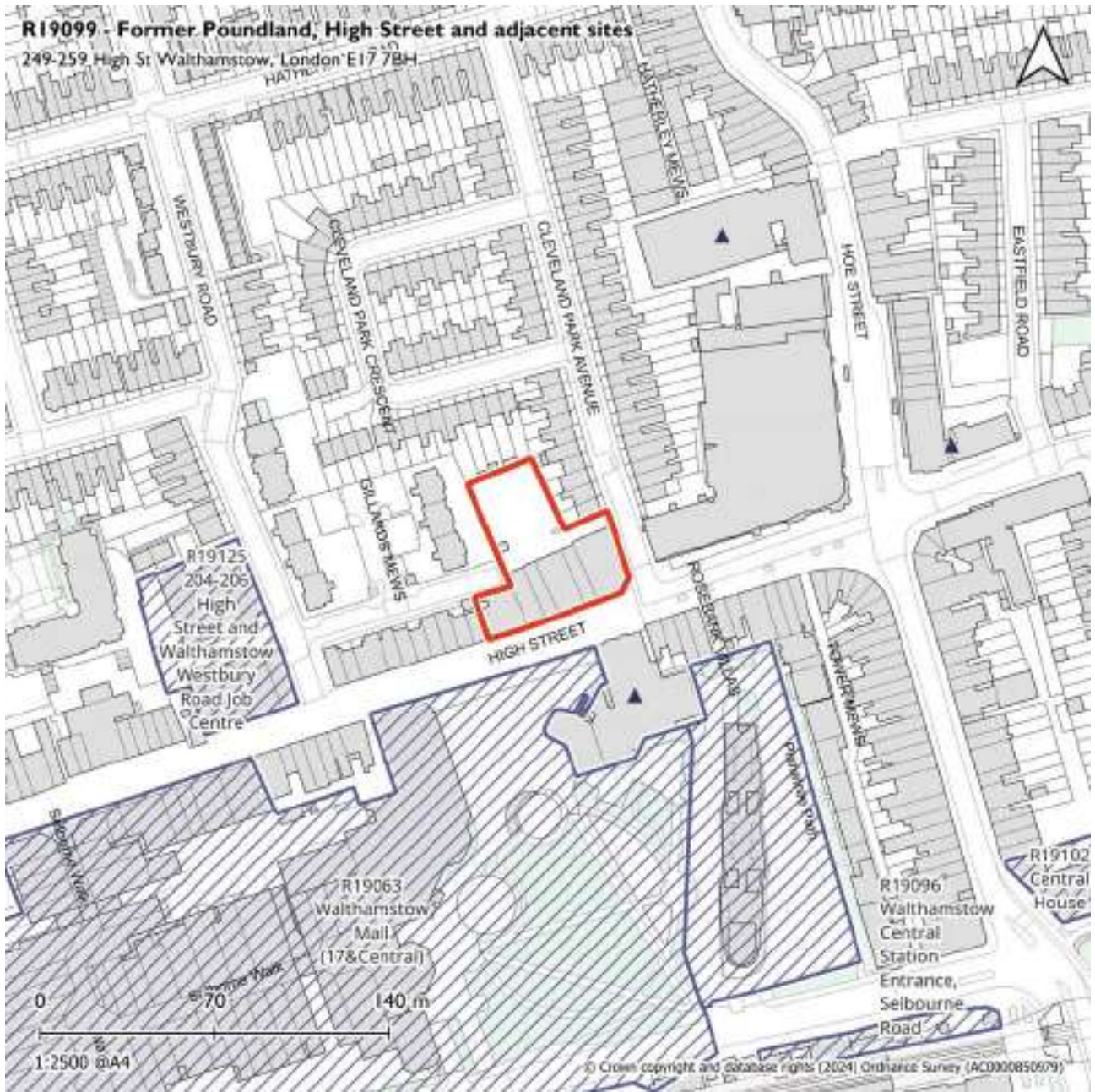
- E. Enhance existing pedestrian and cycling connectivity through the site, including creating a new connection through the railway arches to the south of the site, providing new pedestrian and cycling connections to St James Mews. This should be safe and accessible to all, overlooked, well lit and attractively designed, and should integrate seamlessly with any plans that come forward for the St James Quarter Site Allocation (R19064).
- F. Retain the Transport for London (TfL) bus stand facilities or ensure that an alternative site is found and operational prior to development. Any development on site must be appropriately integrated with the bus stand provision and circulation, ensuring that new uses do not negatively impact upon its effective operation during or following construction.
- G. Preserve or enhance the significance, setting and key views of the Walthamstow St James Conservation Area.
- H. Deliver new and enhanced greening and biodiversity throughout and around the site, ensuring that existing greening and biodiversity along the railway line is replaced and improved, and through the provision of new tree planting and landscaping to the east of the site on the new pedestrian connection to Walthamstow High Street.
- I. Mitigate any groundwater flood risk, which is identified as being greater than 75% across the site, through appropriate design and siting of the buildings. Any basement development or excavation will be required to provide a Basement Impact Assessment and will be required to demonstrate that development will not unduly displace groundwater to neighbouring properties or increase the flood risk of these properties.

Courtenay Place (R19093) - Placemaking Plan



Please read in conjunction with the 'Placemaking Plan Key', which can be found at the end of the document.

Former Poundland, High Street and adjacent sites (R19099)



Please read in conjunction with the 'Site Boundary and Constraints Plan Key', which can be found at the end of the document.

Address:	249-259 High St Walthamstow, London E17 7BH		
Previous site reference:	N/A	Ward:	High Street
Site Size (Ha):	0.26	Ownership:	Private
Consent Status:	None	Planning Reference(s):	N/A
Planning Designations:	Walthamstow Town Centre Strategic Location; Walthamstow Town Centre; PSA; Listed Building (adjacent); APA; AQMA.		

Former Poundland, High Street and adjacent sites (R19099) - Site Allocation

Site Allocation

- A. Provide new homes and town centre uses, new and enhanced public realm and accessible, biodiverse green open spaces.

Indicative Capacities

- B. 45 homes
- C. 495 sqm town centre uses

Potential Delivery Timescale

- D. Development of the site is expected to be completed in

2020-2025	2025-2030	2030-2035
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Character-led Intensification Approach

- E. Transition

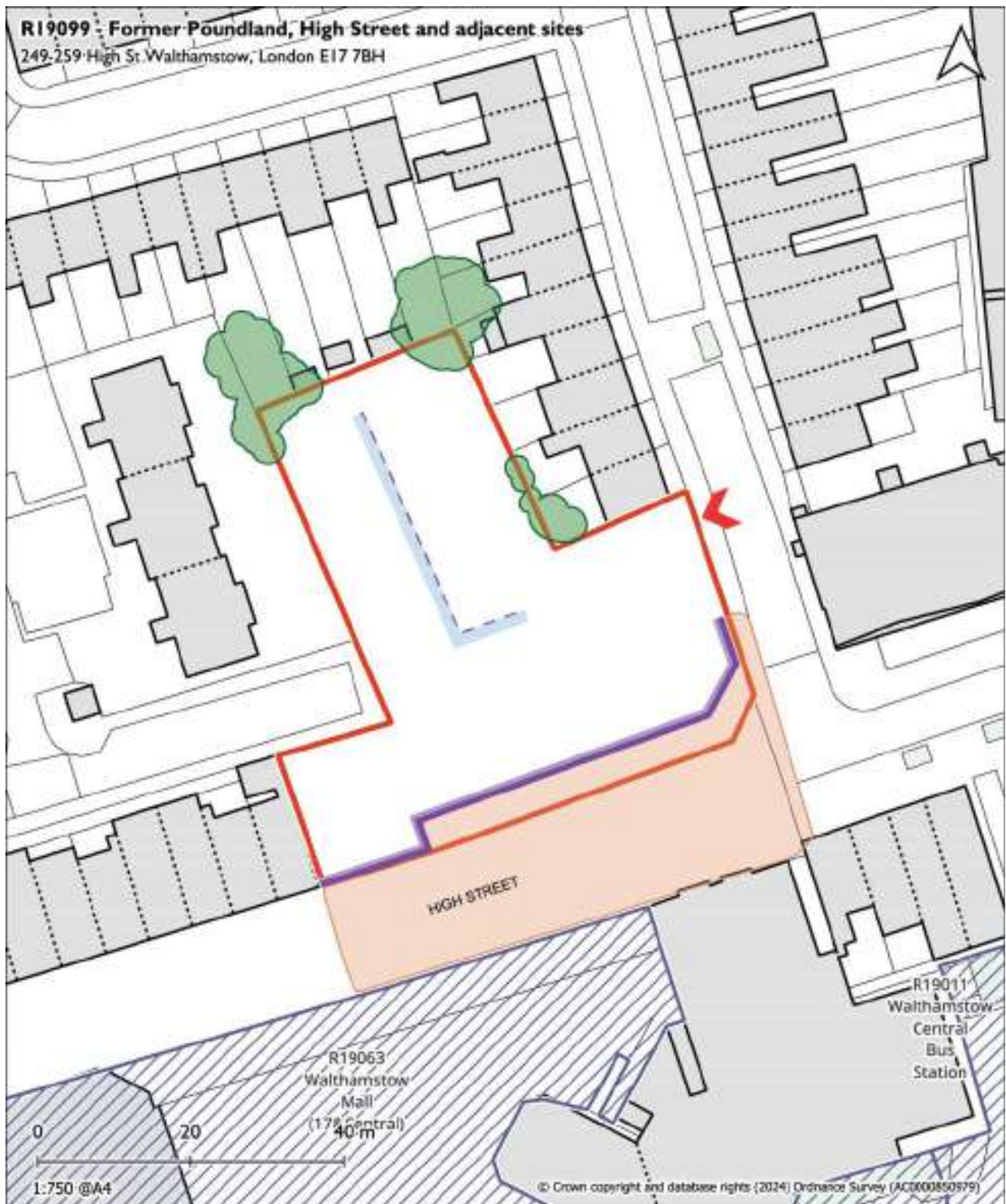
Former Poundland, High Street and adjacent sites (R19099) - Site Requirements

In order to secure planning permission, development proposals will be expected to

- A. Optimise the capacity of the site to deliver approximately 45 high quality, accessible, sustainable homes, including affordable housing. This site allocation, or parts of this site allocation, may be suitable for the provision of high quality, sustainable, accessible Purpose-Built Student Accommodation, including affordable student accommodation, subject to compliance with all relevant planning policy tests and an overall indicative cap for the Walthamstow Strategic Location of 890 purpose-built student rooms. Purpose-Built Student Accommodation in the borough is expected to have a nomination agreement for occupation by students of one or more higher education provider(s), with the priority being provision for the University of Portsmouth.
- B. Provide town centre uses on site that enhance and complement Walthamstow Major Centre’s existing offer. Uses that are considered particularly suitable for this site include cultural, entertainment and night time economy uses, which could support a Cultural Quarter at the eastern end of the High Street, as well as food and beverage and retail uses. The quantum of uses should be informed through the detailed design process and an assessment of need should be made at the application stage, including through reference to vacancy rates within the designated centre.

- C. Ensure proposals account for the site's relationship with Walthamstow Market and the needs of traders, including consideration of market storage facilities and provisions for stallholders. Applicants should liaise with the Council at the earliest possible stage to explore opportunities for upgraded market facilities.
- D. Provide well designed active commercial ground-floor frontage onto Walthamstow High Street and to create a positive corner with Cleveland Park Avenue, ensuring that this relates positively to the surrounding context and maximises natural surveillance to ensure community safety for all.
- E. Avoid harmful impacts on the sensitive edges associated with the residential uses that bound the site. Massing should step down from the east of the site, from The Scene building on Cleveland Park Avenue, to the west, reflecting the topography of the High Street.
- F. Deliver new and enhanced greening and biodiversity throughout and around the site, including through the provision of tree planting, green spaces, and green roofs.
- G. Enhance the existing public realm on Walthamstow High Street to deliver a pedestrian-focused environment which is green, safe and accessible to all. This area should incorporate new planting and outside seating, or capable of accommodating spill out ground-floor food and beverage uses, and should bleed into Walthamstow Town Square.
- H. Preserve or enhance the significance, setting and key views of the nearby Grade II listed Walthamstow Central Library.

Former Poundland, High Street and adjacent sites (R19099) - Placemaking Plan



Please read in conjunction with the 'Placemaking Plan Key', which can be found at the end of the document.

Central House (R19102)



Please read in conjunction with the 'Site Boundary and Constraints Plan Key', which can be found at the end of the document.

Address:	203 Hoe Street, Walthamstow, London E17 3SZ		
Previous site reference:	N/A	Ward:	Hoe Street
Site Size (Ha):	0.14	Ownership:	Public
Consent Status:	None	Planning Reference(s):	N/A
Planning Designations:	Walthamstow Town Centre Strategic Location; Walthamstow Town Centre; Area potentially suitable for tall building(s); PSA; BEA; APA; SINC (adjacent); AQFA; AQMA; Greenway (adjacent).		

Central House (R19102) - Site Allocation

Site Allocation

- A. Provide a higher education institution and Purpose-Built Student Accommodation (PBSA), new and enhanced public realm with biodiverse landscaping.

Indicative Capacities

- B. Quantum of PBSA to be tested through detailed planning application
- C. 2,500 sqm higher education uses, including teaching space

Potential Delivery Timescale

- D. Development of the site is expected to be completed in

2020-2025	2025-2030	2030-2035
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Character-led Intensification Approach

- E. Transformation

Central House (R19102) - Site Requirements

In order to secure planning permission, development proposals will be expected to

- A. Provide high quality, sustainable, accessible purpose-built student accommodation, including affordable student accommodation. The overall indicative cap for the Walthamstow Strategic Location is 890 purpose-built student rooms. Purpose-Built Student Accommodation in the borough is expected to have a nomination agreement for occupation by students of one or more higher education provider(s), and this site must be for the University of Portsmouth.
- B. Provide a new higher education institution to form the Head Quarters and main hub of the University of Portsmouth London Campus, incorporating modern teaching facilities and ancillary uses.
- C. Provide well designed active commercial and educational ground-floor frontage onto Hoe Street, ensuring that this relates positively to the surrounding context and maximises natural surveillance to ensure community safety for all.
- D. Enhance the existing public realm on Hoe Street to deliver a pedestrian-focused environment which is green, safe and accessible to all.
- E. Deliver new and enhanced greening and biodiversity throughout and around the site, including through the provision of tree planting, green spaces, and green roofs.

- F. Enhance existing pedestrian and cycling connectivity along Hoe Street, ensuring that the stepped cycle lane is maintained and kept safe and accessible to all throughout construction.
- G. Mitigate the impact of any localised poor air quality from Hoe Street on the site through the appropriate design of the buildings, the correct use of appropriate building materials, and responsive landscaping design and ecological buffers. The redevelopment of this site in accordance with Local Plan Part 1 policies relating to car free development and better management of servicing and deliveries will reduce the number of car-based trips based on the previous car-generating use, contributing to improved air quality locally and across the borough as a whole.
- H. Mitigate existing pluvial flood risk to the east of the site to achieve greenfield run off rates, through appropriate design including Sustainable Drainage Systems (SuDS) where appropriate. Development should also make efforts to reduce pluvial flood risk off site on St Mary's Road and Hoe Street.

Central House (R19102) - Placemaking Plan



Please read in conjunction with the 'Placemaking Plan Key', which can be found at the end of the document.

Forest Road Corridor

Forest Road Corridor Strategic Location - Infrastructure Requirements

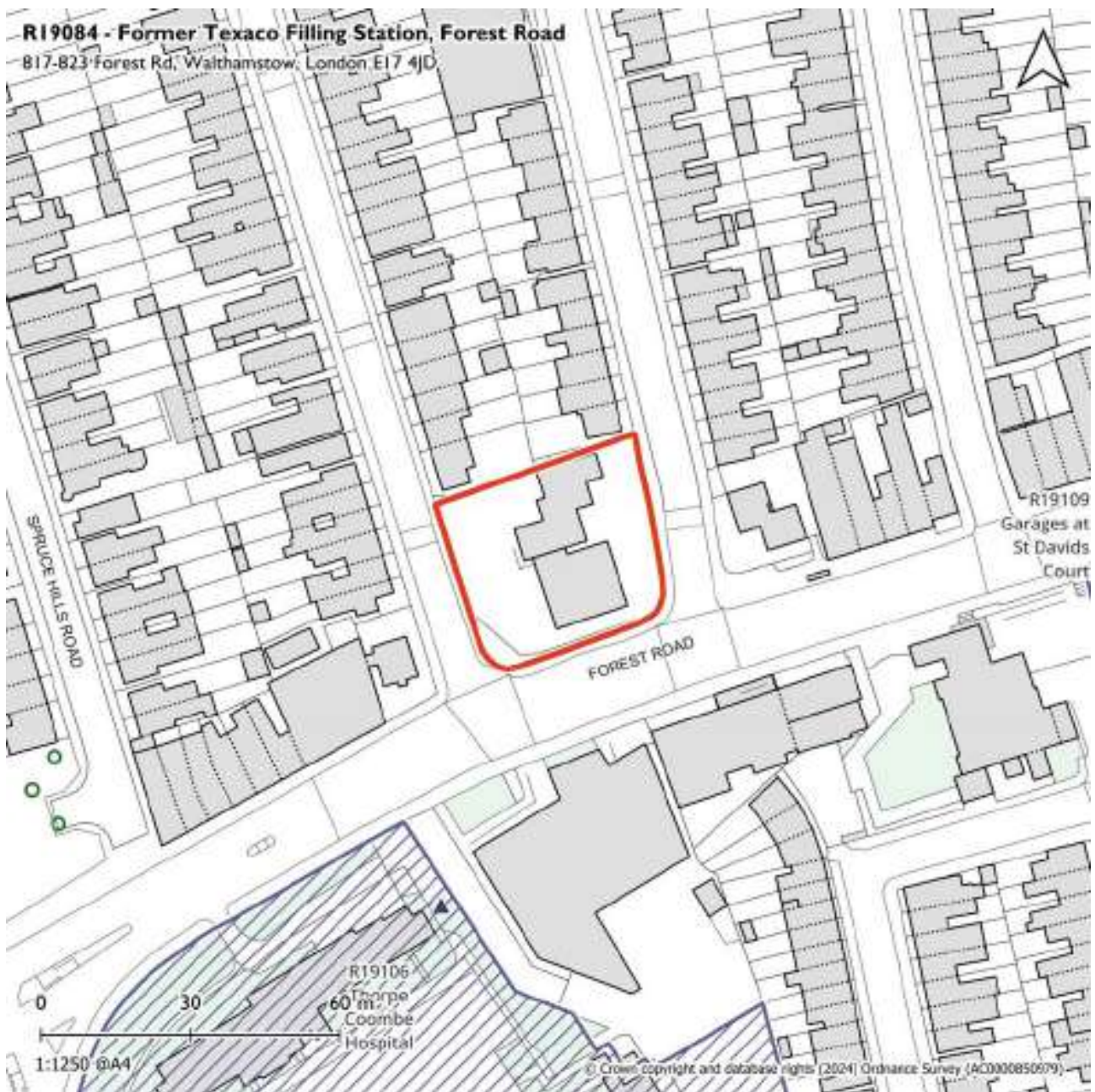
18.1 To ensure that growth is inclusive and sustainable, development must contribute to the delivery of key infrastructure in accordance with policy 96. This includes borough-wide infrastructure, such as affordable housing and workspace, tree planting and biodiversity, flood mitigation measures including Sustainable Drainage Systems (SuDS), and investment in educational facilities, cultural initiatives, and heritage assets. This list sets out the specific requirements identified to be delivered in Forest Road Corridor Strategic Location based on a snapshot of the Infrastructure Delivery Plan (IDP) at the time of drafting. It is very likely that much of it will serve communities outside the Strategic Location too, and it may therefore be necessary for development outside the Strategic Location to make appropriate contributions to its delivery.

18.2 Development proposals within the Forest Road Corridor Strategic Location will be expected to deliver or contribute towards the delivery of the following infrastructure items:

1. Culture	i. New and enhanced cultural destination at Fellowship Square Assembly Hall and new Civic building.
2. Employment and Social and Community Infrastructure	i. New Families and Homes Hub offering housing solutions advice, youth offending services appointments and social care appointments. ii. New civic heart for the borough at Fellowship Square. iii. New childcare or early years' provision at Fellowship Square.
3. Flood Mitigation	i. Ongoing flood mitigation works to Chestnuts Field, including improved drainage and biodiversity enhancements. The flood mitigation works will provide between two and three thousand cubic meters of surface water storage and better protect existing properties and future development within the local area.
4. Green and Blue Infrastructure	i. Provision of new Queen Elizabeth II Memorial Garden and Sensory Garden at Fellowship Square
5. Health	i. Re-provision and enhancement of the existing health facility at Forest Road Medical Centre.
6. Public Realm	i. Creation of new civic spaces and public realm enhancements at Fellowship Square including play space and landscaping
7. Suitable Alternative Natural Greenspaces (SANGs)	i. SANGs sites identified as potentially providing visitor uplift capacity for new homes in the Forest Road Corridor Strategic Location include: <ul style="list-style-type: none"> ● Banbury Reservoir ● Douglas Eyre Playing Field

	<ul style="list-style-type: none"> ● Higham Hill Park ● Low Hall Wood and Sports Ground ● Stoneydown Park ● Wild Marsh
<p>8. Transport</p>	<ol style="list-style-type: none"> i. Improved road infrastructure and associated public realm improvements at critical junctions including Wood Street junction and Bell Junction. ii. Enhancements to widen pavement outside Willow House and Families and Homes Hub. iii. Extend Primary Cycle Network from Forest Road to Chingford Mount Road. iv. Improved facilities for pedestrian and cyclists around One Hoe Street. v. Cycle hub at Fellowship Square and Patchworks and mobility hub. vi. Enhanced Pedestrian routes along Forest Road and between Forest Road and Chingford Mount.

Former Texaco Filling Station, Forest Road (R19084)



Please read in conjunction with the 'Site Boundary and Constraints Plan Key', which can be found at the end of the document.

Address:	817-823 Forest Rd, Walthamstow, London E17 4JD		
Previous site reference:	N/A	Ward:	Chapel End
Site Size (Ha):	0.14	Ownership:	Private
Consent Status:	Resolution to grant	Planning Reference(s):	232205
Planning Designations:	Forest Road Corridor Strategic Location; Listed Building (adjacent); AQMA; CDA.		

Former Texaco Filling Station, Forest Road (R19084) - Site Allocation

Site Allocation

- A. Provide new homes, commercial uses, enhanced public realm with biodiverse landscaping.

Indicative Capacities

- B. 40 homes
- C. 235 sqm town centre uses

Potential Delivery Timescale

- D. Development of the site is expected to be completed in

2020-2025	2030-2035	2035-2040
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Character-led Intensification Approach

- E. Transition

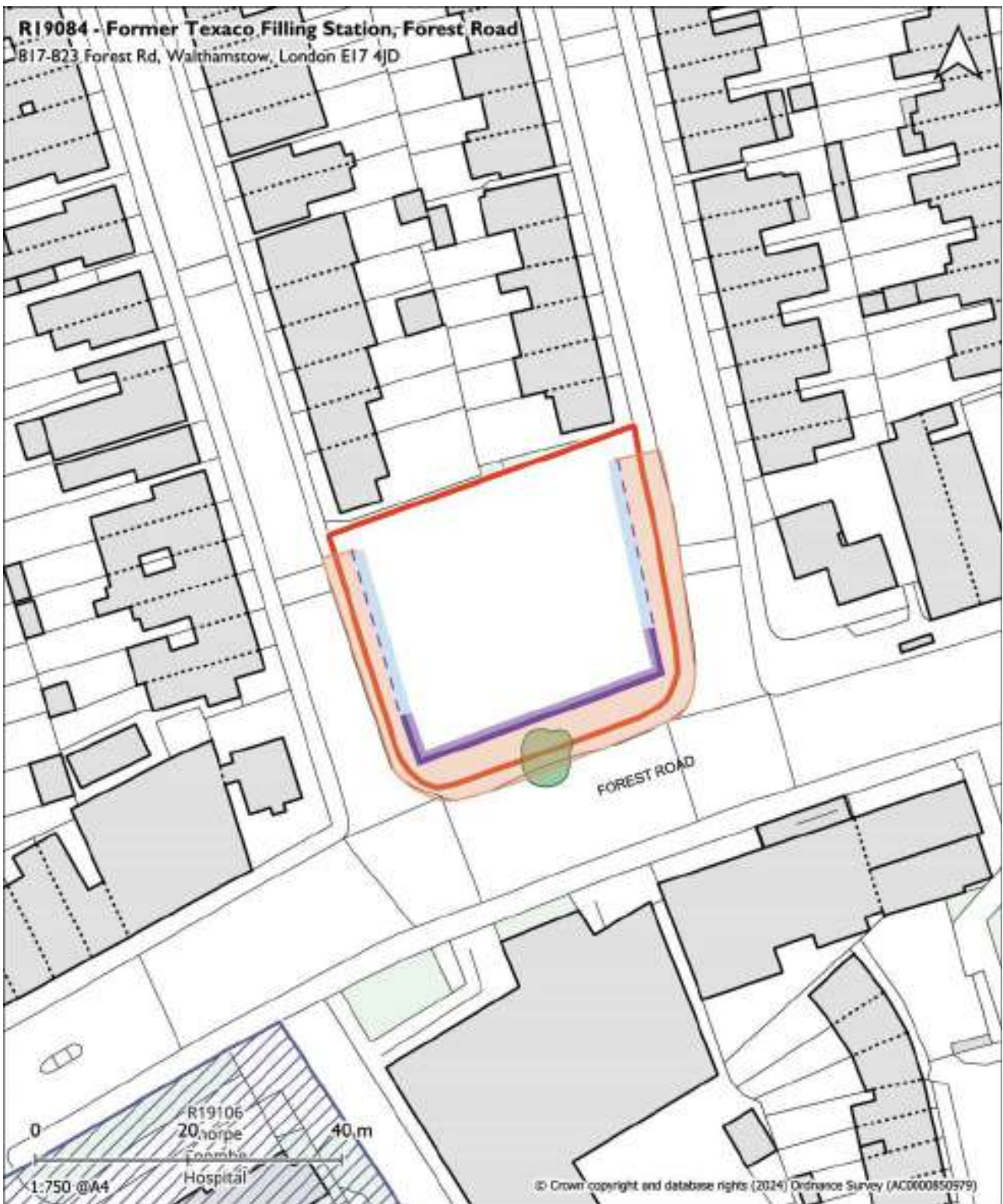
Former Texaco Filling Station, Forest Road (R19084) - Site Requirements

In order to secure planning permission, development proposals will be expected to

- A. Optimise the capacity of the site to deliver approximately 40 high-quality, accessible, sustainable homes, including affordable housing.
- B. Provide commercial uses of a size and scale that is appropriate for the edge of centre location and which complements Wood Street District Centre’s existing offer. Uses that are considered particularly suitable for this site include small scale retail uses, an office or studio space. The quantum of uses should be informed through the detailed design process and an assessment of need should be made at the application stage, including through reference to vacancy rates within the designated centre, and their provision must not undermine the viability and vitality of the centre.
- C. Provide well designed active commercial ground-floor frontage onto Forest Road, ensuring that this relates positively to the surrounding context and maximises natural surveillance to ensure community safety for all.
- D. Enhance the existing public realm on Forest Road to deliver a pedestrian-focused environment which is green, safe and accessible to all.
- E. Deliver new and enhanced greening and biodiversity throughout and around the site, including through the provision of tree planting, green spaces, and green roofs.

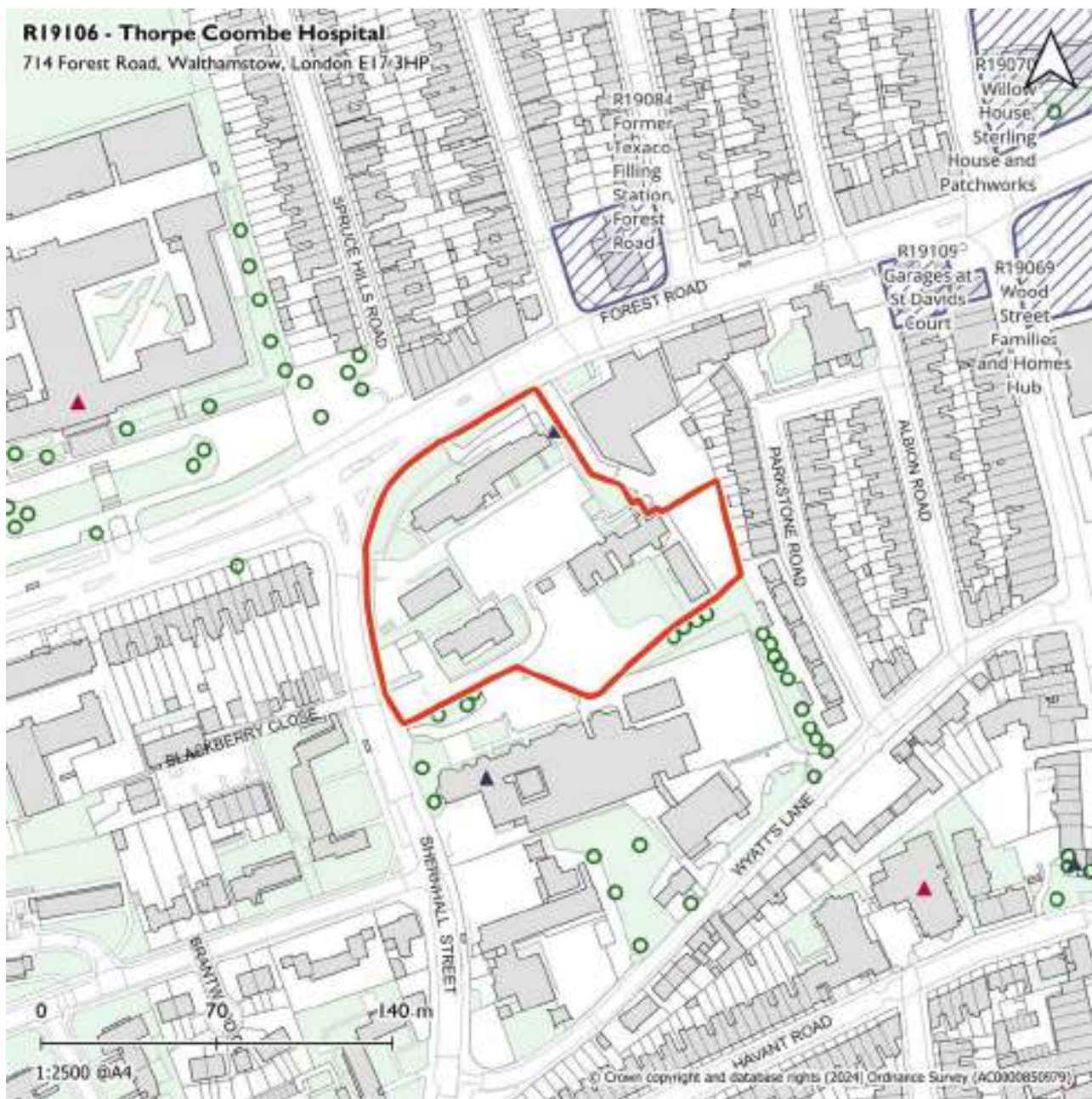
- F. Enhance existing pedestrian and cycling connectivity along Forest Road, linking Wood Street with Hoe Street and Lloyd Park.
- G. Retain and enhance the mature tree on Forest Road by incorporating it into the layout and landscape design, and suitably protecting them during construction and operation. This includes root protection as well as crown growth in proximity to buildings over the tree's natural lifespan.
- H. Mitigate the impact of any localised poor air quality from Forest Road on the site through the appropriate design and siting of the buildings, the correct use of appropriate building materials, and responsive landscaping design and ecological buffers. The redevelopment of this site in accordance with Local Plan Part 1 policies relating to car free development and better management of servicing and deliveries will reduce the number of car-based trips based on the previous car-generating use, contributing to improved air quality locally and across the borough as a whole.

Former Texaco Filling Station, Forest Road (R19084) - Placemaking Plan



Please read in conjunction with the 'Placemaking Plan Key', which can be found at the end of the document.

Thorpe Coombe Hospital (R19106)



Please read in conjunction with the 'Site Boundary and Constraints Plan Key', which can be found at the end of the document.

Address:	714 Forest Road, Walthamstow, London E17 3HP		
Previous site reference:	N/A	Ward:	Wood Street
Site Size (Ha):	1.21	Ownership:	Public
Consent Status:	None	Planning Reference(s):	N/A
Planning Designations:	Forest Road Corridor Strategic Location; Listed Building; TPO (adjacent); AQMA; CDA.		

Thorpe Coombe Hospital (R19106) - Site Allocation

Site Allocation

- A. Provide new homes, workspace, community and/or cultural uses, new public realm and accessible, biodiverse green open spaces.

Indicative Capacities

- B. 100 homes
- C. 1,000 non-residential uses

Potential Delivery Timescale

- D. Development of the site is expected to be completed in

2020-2025	2025-2030	2030-2035
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Character-led Intensification Approach

- E. Transition

Thorpe Coombe Hospital (R19106) - Site Requirements

In order to secure planning permission, development proposals will be expected to

- A. Optimise the capacity of the site to deliver approximately 100 high quality, accessible, sustainable homes, including affordable housing.
- B. Provide workspace, community and/or cultural uses on site, incorporating these within the restored Grade II listed Thorpe Coombe Hospital Building. The quantum of uses should be informed through the detailed design process and an assessment of need should be made at the application stage.
- C. Provide well designed active residential use ground-floor frontage onto Shernhall Street, ensuring that this relates positively to the surrounding context and maximises natural surveillance to ensure community safety.
- D. Account for the level change between Forest Road and the development site as part of design proposals.
- E. Create new high quality pedestrian-focused public realm within the site, between the hospital building and new residential uses, which is green, safe and accessible to all. This should be designed to support and complement the workspace, cultural and/or community uses, and should celebrate the listed building.

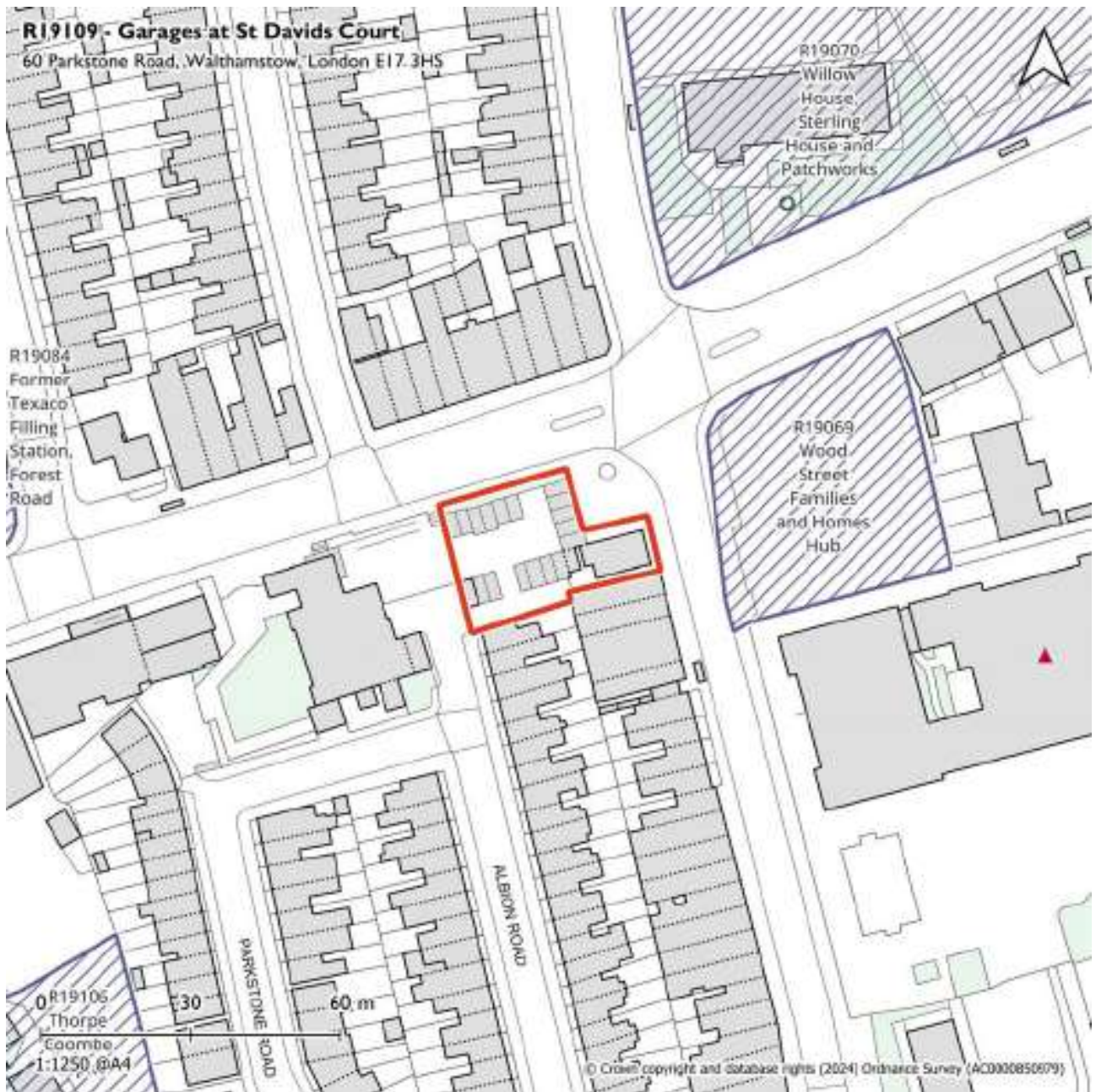
- F. Deliver new pedestrian and cycling connectivity through the site, providing east west connections to the rear of the listed building, connecting to the new hospital building in the east.
- G. Preserve or enhance the significance, setting and key views of the Grade II listed Thorpe Coombe Hospital Building, bringing this building back into effective use.
- H. Deliver new and enhanced greening and biodiversity throughout and around the site, including through the provision of tree planting, green spaces, and green roofs.
- I. Retain and enhance trees with Tree Protection Orders (TPOs) and significant and/or mature trees by incorporating them into the layout and landscape design, and suitably protecting them during construction and operation. This includes root protection as well as crown growth in proximity to buildings over the tree's natural lifespan.

Thorpe Coombe Hospital (R19106) - Placemaking Plan



Please read in conjunction with the 'Placemaking Plan Key', which can be found at the end of the document.

Garages at St Davids Court (R19109)



Please read in conjunction with the 'Site Boundary and Constraints Plan Key', which can be found at the end of the document.

Address:	60 Parkstone Road, Walthamstow, London E17 3HS		
Previous site reference:	N/A	Ward:	Wood Street
Site Size (Ha):	0.08	Ownership:	Public
Consent Status:	None	Planning Reference(s):	N/A
Planning Designations:	Forest Road Corridor Strategic Location; AQMA; CDA.		

Garages at St Davids Court (R19109) - Site Allocation

Site Allocation

- A. Provide new homes and town centre uses, new and enhanced public realm and accessible, biodiverse green open space.

Indicative Capacities

- B. 20 homes
- C. 300 sqm town centre uses

Potential Delivery Timescale

- D. Development of the site is expected to be completed in

2020-2025	2025-2030	2030-2035
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Character-led Intensification Approach

- E. Transition

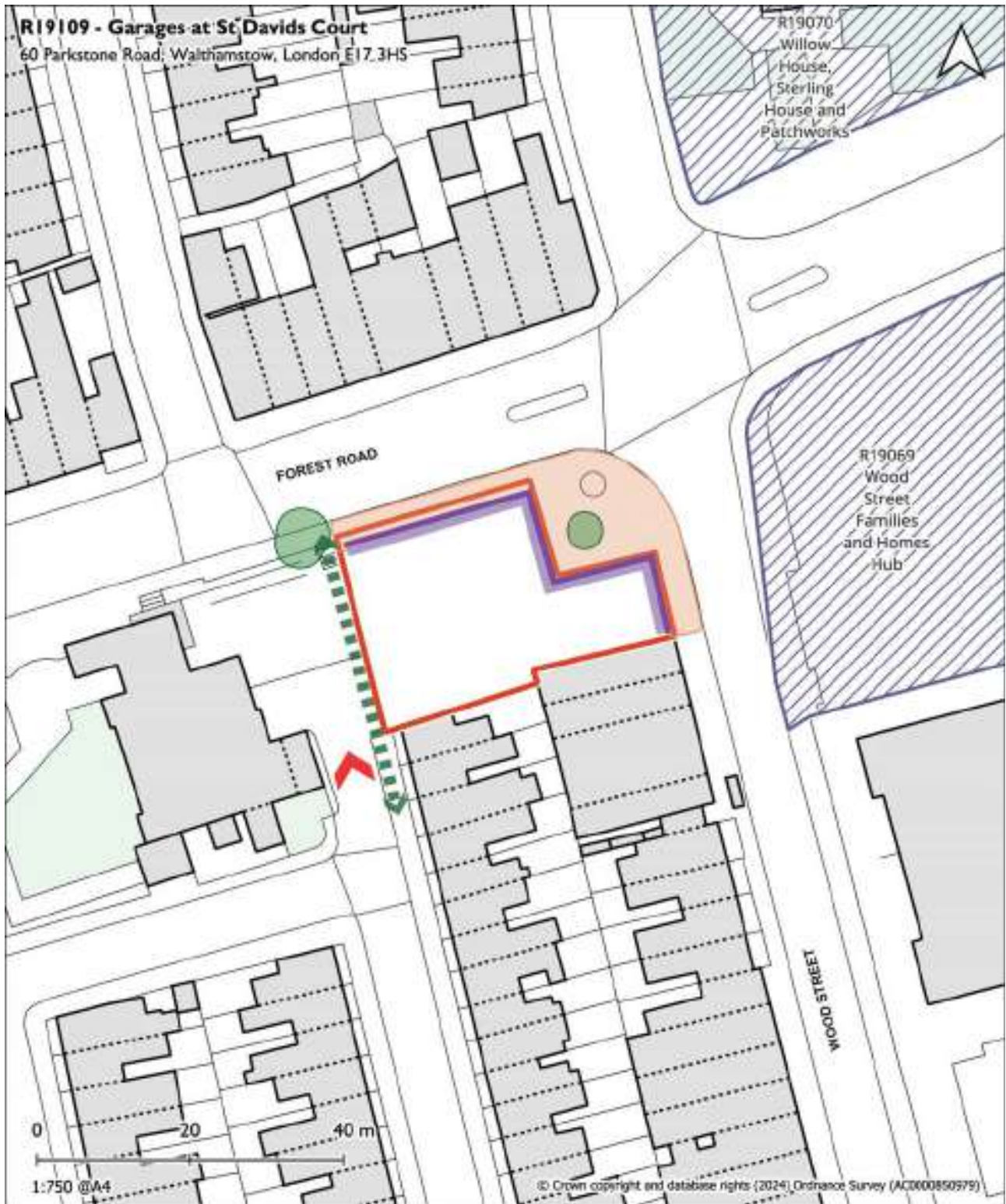
Garages at St Davids Court (R19109) - Site Requirements

In order to secure planning permission, development proposals will be expected to

- A. Optimise the capacity of the site to deliver approximately 20 high quality, accessible, sustainable homes, including affordable housing.
- B. Provide town centre uses on site that enhance and complement Wood Street District Centre’s existing offer. Uses that are considered particularly suitable for this site include food and beverage or retail uses. The quantum of uses should be informed through the detailed design process and an assessment of need should be made at the application stage, including through reference to vacancy rates within the designated centre.
- C. Provide well designed active commercial ground-floor frontage onto Forest Road and Wood Street, which reflects the site’s role as the gateway entrance to Wood Street District Centre from Forest Road and maximises natural surveillance to ensure community safety for all.
- D. Provide safe, well defined and well managed servicing and delivery access to the south of the site from Albion Road.
- E. Enhance the existing public realm to create a pocket park at the Clocktower Square to the north east of the site, delivering a pedestrian-focused environment which is green, safe and accessible to all. This should reprovide areas of shaded seating and amenity and should incorporate new landscaping.

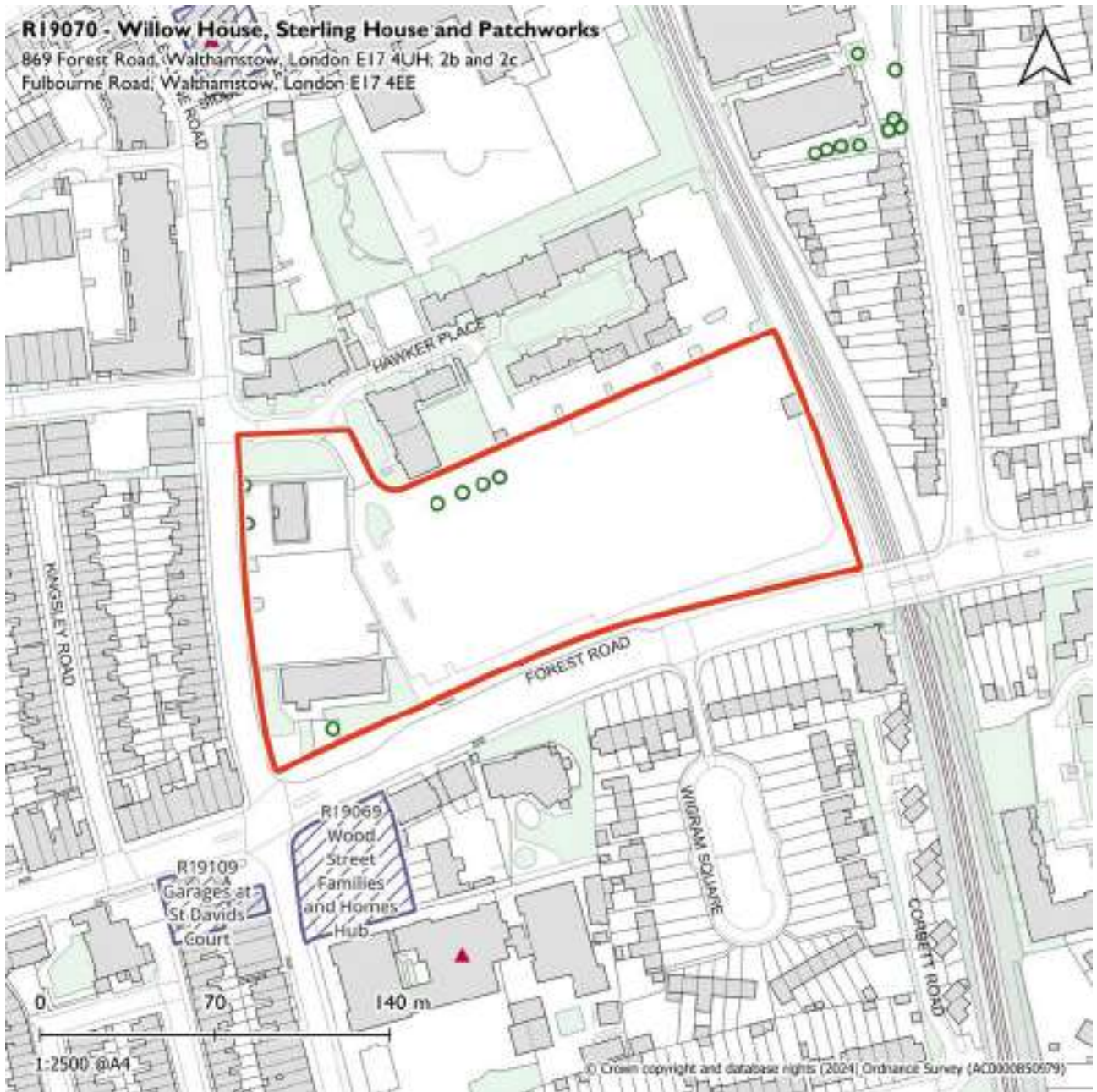
- F. Deliver new and enhanced greening and biodiversity throughout and around the site, including through the provision of tree planting, green spaces, and green roofs.
- G. Retain and enhance trees significant and/or mature trees by incorporating them into the layout and landscape design, and suitably protecting them during construction and operation. This includes root protection as well as crown growth in proximity to buildings over the tree's natural lifespan.
- H. Enhance existing pedestrian connectivity linking Forest Road with Albion Road, incorporating improved cycle connectivity.
- I. Mitigate the impact of any localised poor air quality from Forest Road on the site through the appropriate design of the buildings, the correct use of appropriate building materials, and responsive landscaping design and ecological buffers. The redevelopment of this site in accordance with Local Plan Part 1 policies relating to car free development and better management of servicing and deliveries will reduce the number of car-based trips based on the previous car-generating use, contributing to improved air quality locally and across the borough as a whole.

Garages at St Davids Court (R19109) - Placemaking Plan



Please read in conjunction with the 'Placemaking Plan Key', which can be found at the end of the document.

Willow House, Sterling House and Patchworks (R19070)



Please read in conjunction with the 'Site Boundary and Constraints Plan Key', which can be found at the end of the document.

Address:	2c Fulbourne Road, Walthamstow, London E17 4EE		
Previous site reference:	SA36	Ward:	Chapel End
Site Size (Ha):	1.77	Ownership:	Mixed
Consent Status:	Part consented	Planning Reference(s):	202512
Planning Designations:	Forest Road Corridor Strategic Location; Area potentially suitable for tall building(s)*; TPO; SINC; AQMA; CDA.		

Footnote to Planning Designations - *This site has a consented development proposal, through which a building of 18 storeys has been tested and approved (reference: 202512). The Willow House site has been identified as a location where a building/buildings of 18 storeys or more may be acceptable, within an indicative range of 18 - 23 storeys. This is subject to contextual analysis, a robust placemaking strategy, and assessment against all relevant policies set out within Local Plan Part 1, including Policy 54 Tall Buildings.

Willow House, Sterling House and Patchworks (R19070) - Site Allocation

Site Allocation

- A. Provide new homes, community and commercial uses, new and enhanced public realm and accessible, biodiverse green open spaces.

Indicative Capacities

- B. 175 homes on the Willow House and Sterling House site
- C. 583 homes on the Patchworks (former Homebase) site (consented and implemented)
- D. Non-residential uses on the Willow House and Sterling House site to be determined through detailed application
- E. 556 sqm of non-residential uses, including a mobility hub on the Patchworks (former Homebase) site (consented and implemented)

Potential Delivery Timescale

- F. Development of the site is expected to be completed in

2020-2025	2025-2030	2030-2035
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Character-led Intensification Approach

- G. Transformation

Willow House, Sterling House and Patchworks (R19070) - Site Requirements

In order to secure planning permission, development proposals will be expected to

- A. Optimise the capacity of the site to deliver approximately 760 high quality, accessible, sustainable homes, including affordable housing, of which 583 homes have been consented and are being delivered on the Patchworks site.
- B. Explore whether Build to Rent homes (meeting the London Plan and Local Plan Part 1 definitions), including affordable housing preferably for London Living Rent, are appropriate for this site or parts of this site. All Build to Rent development in the borough will be expected to explore the potential to offer affordable housing to local key workers.

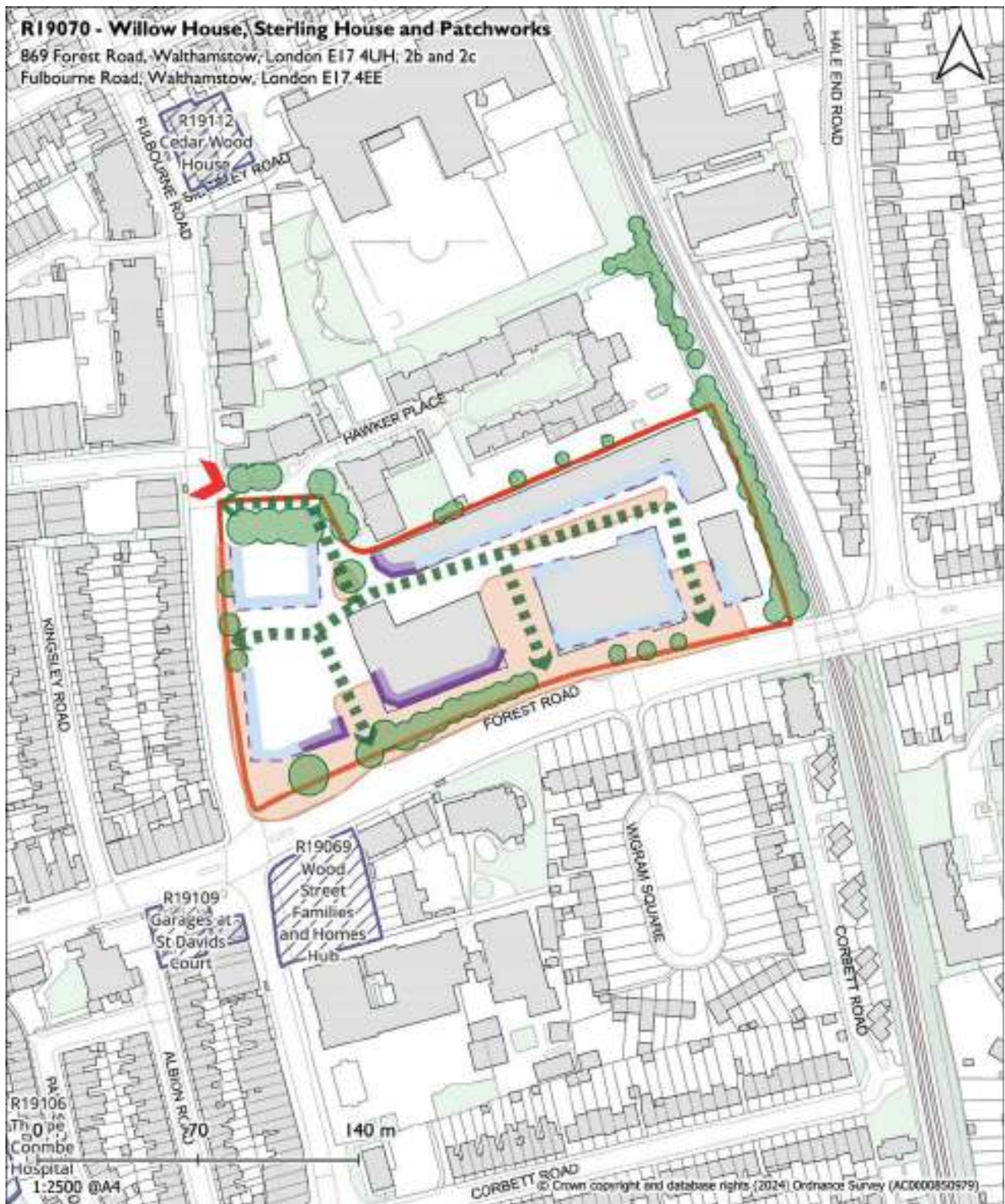
- C. Provide commercial uses of a size and scale that would support the new and local residential population and which is of a size and scale that is appropriate for the edge of centre location and which complements Wood Street District Centre's existing offer. Uses being provided on the Patchworks site include flexible retail, community, leisure and a mobility hub, and should further town centre uses be provided on the unimplemented part of the site, these should complement that provision. Uses are considered to be particularly suitable include workspace and community facilities. The quantum of uses should be informed through the detailed design process and an assessment of need should be made at the application stage, including through reference to vacancy rates within the designated centre, and their provision must not undermine the viability and vitality of the centre.
- D. Develop a comprehensive, site wide design strategy for the site to ensure that the delivery of Sterling House and Willow House complements and is well integrated with the implemented development at Patchworks.
- E. Provide well designed active ground-floor frontage onto Forest Road and Fulborne Road, ensuring that this relates positively to the surrounding context and maximises natural surveillance to ensure community safety for all.
- F. Enhance the existing public realm on Forest Road and within the site to deliver a pedestrian-focused environment which is green, safe and accessible to all.
- G. Deliver new and enhanced greening and biodiversity throughout and around the site, including through the provision of tree planting, green spaces, and green roofs.
- H. Deliver new pedestrian and cycling connectivity through the site, linking Fulbourne Road to an area of enhanced public realm at Hawker Place, and connecting this the public realm on Forest Road.
- I. Preserve or enhance the significance, setting and key views of the nearby designated heritage assets, including the Grade II listed Thorpe Coombe Hospital and the Grade II listed Walthamstow Town Hall and Assembly Hall.
- J. Retain and enhance trees with Tree Protection Orders (TPOs), where possible, by incorporating them into the layout and landscape design, and suitably protecting them during construction and operation. This includes root protection as well as crown growth in proximity to buildings over the tree's natural lifespan.
- K. Mitigate the impact of any localised poor air quality from Forest Road on the site through the appropriate design and siting of the buildings, the correct use of appropriate building materials, and responsive landscaping design and ecological buffers. The redevelopment of this site in accordance with Local Plan Part 1 policies relating to car free development and better management of servicing and deliveries will reduce the number of car-based trips based on the previous car-generating use, contributing to improved air quality locally and across the borough as a whole.

SUPPORTING TEXT

18.3 The Patchworks site, as shown on the placemaking plan, has a consented and implemented development (reference: 202512) to provide a mixed use scheme comprising up to 583 residential units (Class C3 and including Private Rented Sector) in 8 buildings ranging from 4 to 18 storeys, commercial uses (flexible retail, community and leisure uses), new access from Fulbourne Road, and new routes and open spaces.

18.4 This allocation encompasses the entire site to ensure that subsequent development is cohesively planned and delivered with the implemented phase.

Willow House, Sterling House and Patchworks (R19070) - Placemaking Plan



Please read in conjunction with the 'Placemaking Plan Key', which can be found at the end of the document.

Hurst Road Medical Centre (R19110)



Please read in conjunction with the 'Site Boundary and Constraints Plan Key', which can be found at the end of the document.

Address:	576 Forest Road, Walthamstow, London E17 3ED		
Previous site reference:	N/A	Ward:	Hoe Street
Site Size (Ha):	0.32	Ownership:	Public
Consent Status:	Consented	Planning Reference(s):	214025
Planning Designations:	Forest Road Corridor Strategic Location; Listed Building (adjacent); TPO (adjacent); AQMA; CDA.		

Hurst Road Medical Centre (R19110) - Site Allocation

Site Allocation

- A. Provide new homes, new and enhanced public realm and accessible, biodiverse green open spaces.

Indicative Capacities

- B. 35 homes

Potential Delivery Timescale

- C. Development of the site is expected to be completed in

2020-2025	2025-2030	2030-2035
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Character-led Intensification Approach

- E. Transition

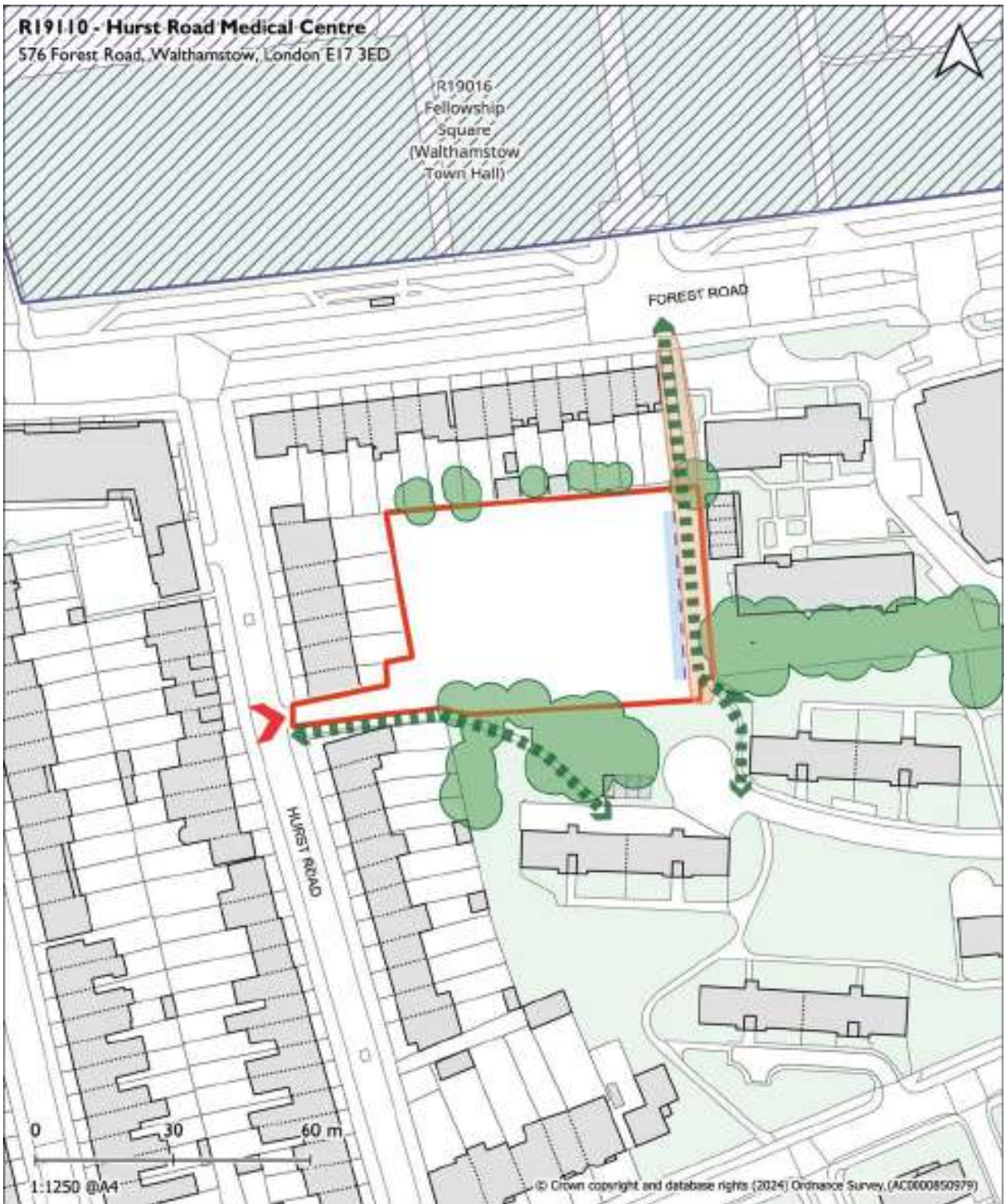
Hurst Road Medical Centre (R19110) - Site Requirements

In order to secure planning permission, development proposals will be expected to

- A. Optimise the capacity of the site to deliver approximately 35 high quality, accessible, sustainable homes, including affordable housing.
- B. Reinstate the pedestrian connection to The Drive Estate and repair and enhance the connection to the Forest Road, on the east side of the site. These connections should be safe and accessible to all, overlooked, well lit and attractively designed.
- C. Provide a positively designed active residential frontage onto the east alleyway, ensuring that this relates positively to the surrounding context and maximises natural surveillance to ensure community safety for all.
- D. Preserve or enhance the significance, setting and key views of the nearby designated heritage assets, including the Grade II listed Brookcroft building to the east of the site.
- E. Avoid harmful impacts on the sensitive edges associated with the residential uses that bound the site.
- F. Deliver enhanced greening and biodiversity throughout and, where possible, around the site, including through the provision of tree planting, new green space, and green roofs.

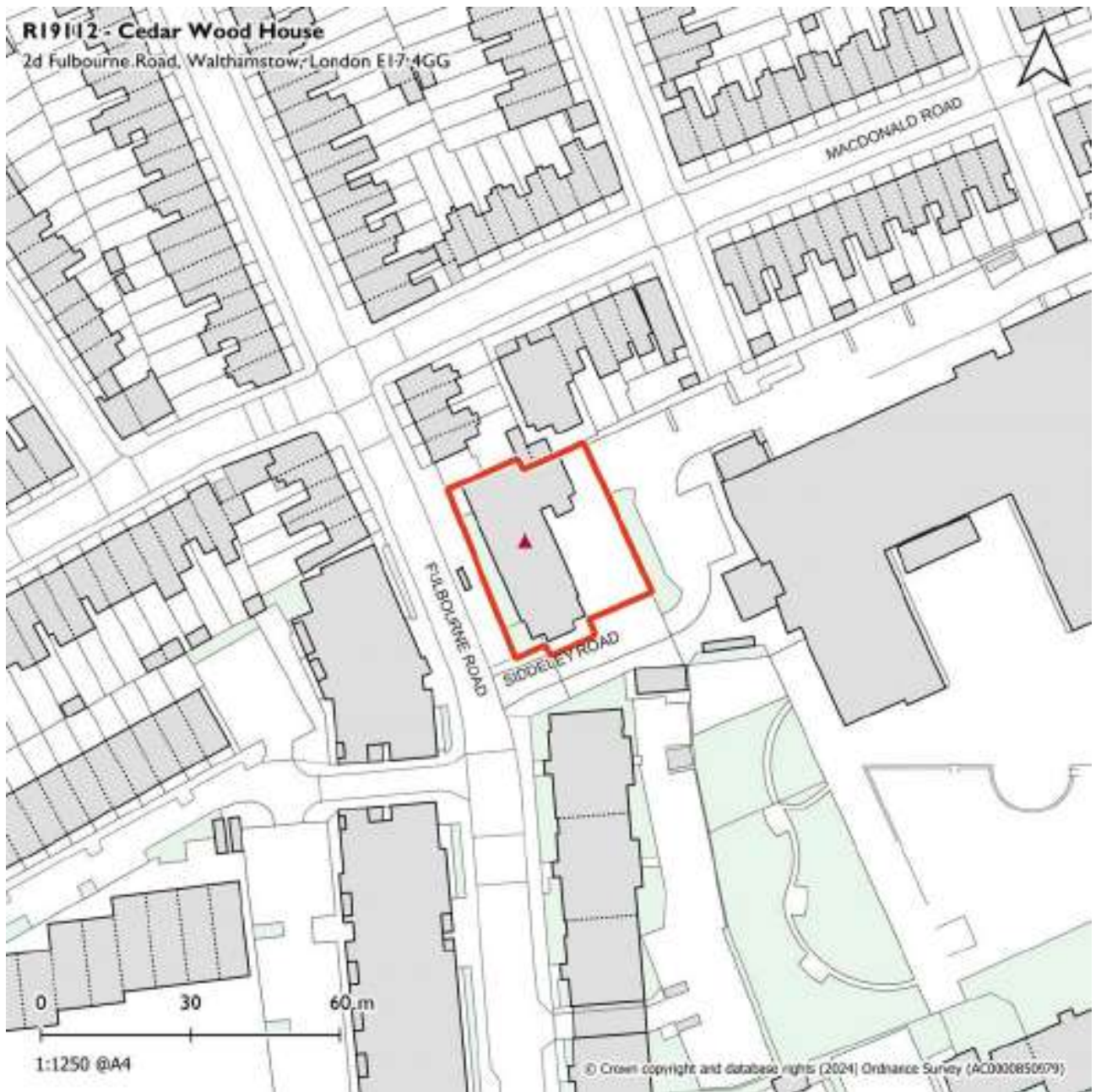
- G. Retain and enhance the tree with a Tree Protection Orders (TPO) and significant and/or mature trees by incorporating them into the layout and landscape design, and suitably protecting them during construction and operation. This includes root protection as well as crown growth in proximity to buildings over the tree's natural lifespan.
- H. Mitigate existing pluvial flood risk to the east of the site to achieve greenfield run off rates through appropriate design, including Sustainable Drainage Systems (SuDS) where appropriate. Development should also make efforts to reduce pluvial flood risk off site.

Hurst Road Medical Centre (R19110) - Placemaking Plan



Please read in conjunction with the 'Placemaking Plan Key', which can be found at the end of the document.

Cedar Wood House (R19112)



Please read in conjunction with the 'Site Boundary and Constraints Plan Key', which can be found at the end of the document.

Address:	2d Fulbourne Road, Walthamstow, London E17 4GG		
Previous site reference:	N/A	Ward:	Chapel End
Site Size (Ha):	0.10	Ownership:	Public
Consent Status:	None	Planning Reference(s):	N/A
Planning Designations:	Forest Road Corridor Strategic Location; Locally Listed Building; AQMA; CDA.		

Cedar Wood (R19112) - Site Allocation

Site Allocation

A. Provide new homes and enhanced public realm with biodiverse landscaping.

Indicative Capacities

B. 20 homes

Potential Delivery Timescale

C. Development of the site is expected to be completed in

2020-2025	2025-2030	2030-2035
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Character-led Intensification Approach

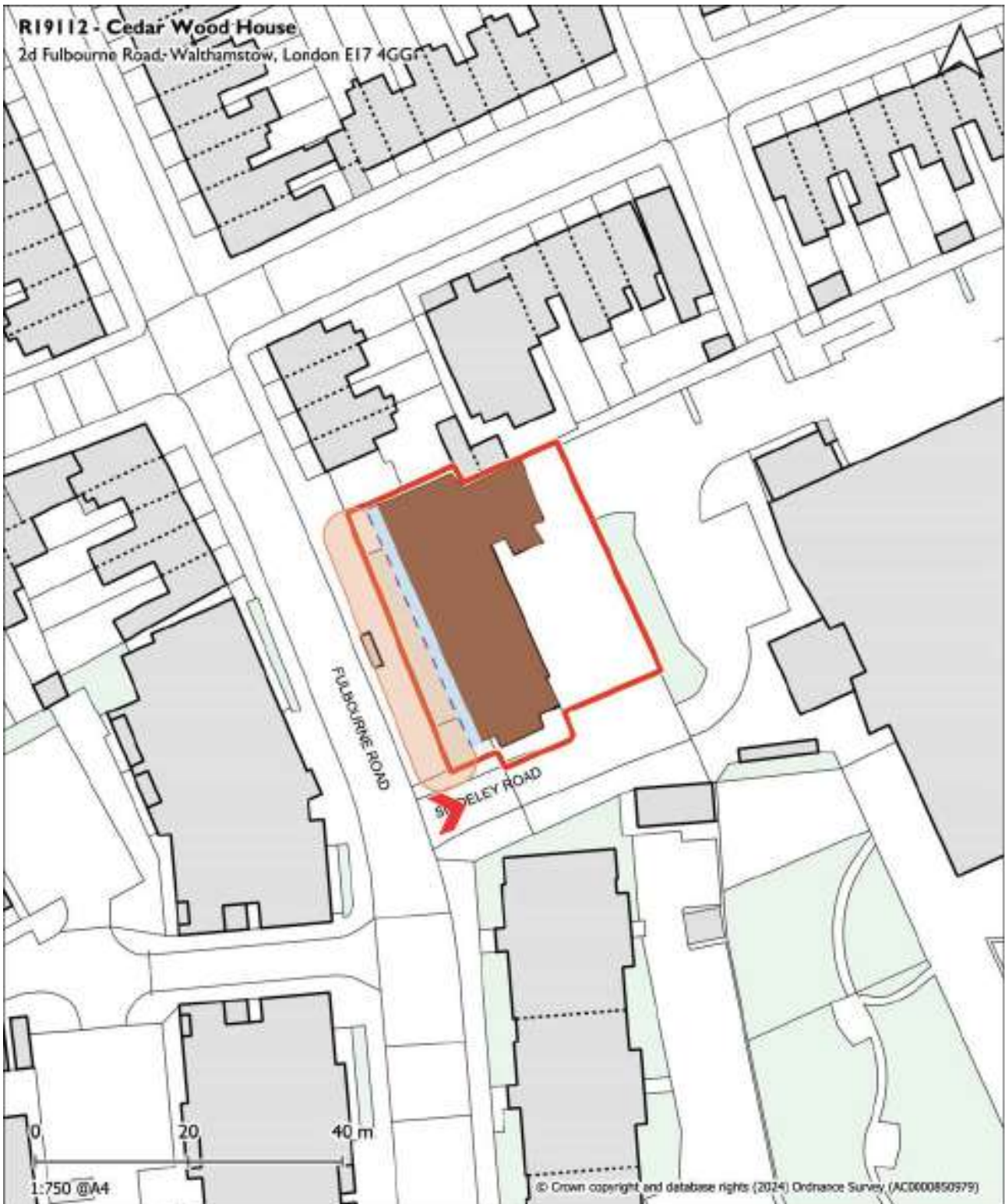
D. Transition

Cedar Wood (R19112) - Site Requirements

In order to secure planning permission, development proposals will be expected to

- A. Optimise the capacity of the site to deliver approximately 20 high quality, accessible, sustainable homes, including affordable housing.
- B. Enhance the existing public realm fronting Fulbourne Road to deliver a pedestrian-focused environment which is green, safe and accessible to all. The generous width of the footway enables opportunities for enhanced landscaping and the provision of new trees.
- C. Deliver new and enhanced greening and biodiversity throughout and around the site, including through the provision of tree planting, green spaces, and green roofs.
- D. Enhance existing pedestrian and cycling connectivity along Fulbourne Road.
- E. Integrate the locally listed Cedar Wood House into the design of any proposals, preserving the significance of its features of historic interest.

Cedar Wood (R19112) - Placemaking Plan



Please read in conjunction with the 'Placemaking Plan Key', which can be found at the end of the document.

Blackhorse Lane

Blackhorse Lane Strategic Location - Infrastructure Requirements

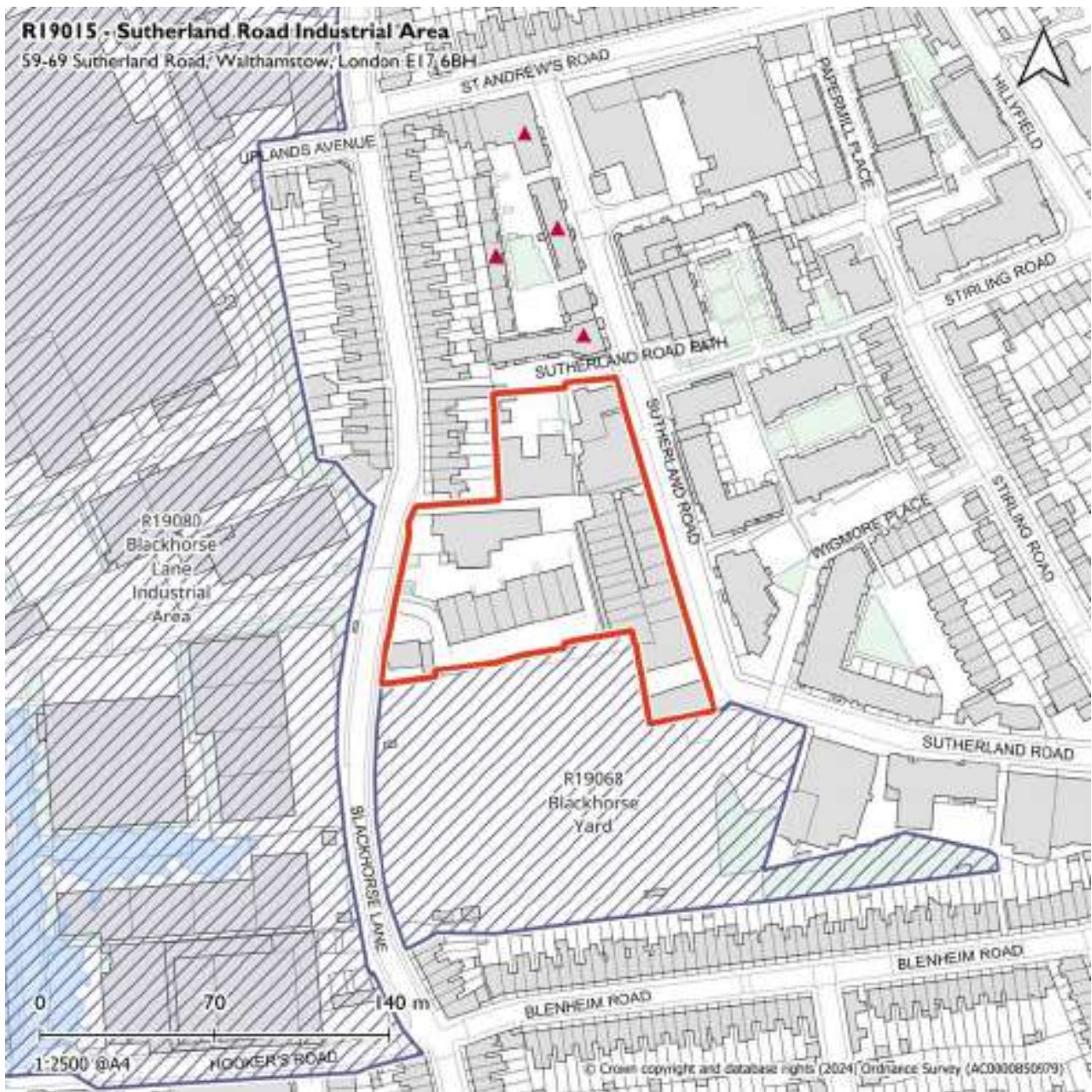
19.1 To ensure that growth is inclusive and sustainable, development must contribute to the delivery of key infrastructure in accordance with policy 96. This includes borough-wide infrastructure, such as affordable housing and workspace, tree planting and biodiversity, flood mitigation measures including Sustainable Drainage Systems (SuDS), and investment in educational facilities, cultural initiatives, and heritage assets. This list sets out the specific requirements identified to be delivered in Blackhorse Lane Strategic Location based on a snapshot of the Infrastructure Delivery Plan (IDP) at the time of drafting. It is very likely that much of it will serve communities outside the Strategic Location too, and it may therefore be necessary for development outside the Strategic Location to make appropriate contributions to its delivery.

19.2 Development proposals within the Blackhorse Lane Strategic Location will be expected to deliver or contribute towards the delivery of the following infrastructure items:

1. Culture	i. New music and cultural venue at 1 Blackhorse Lane
2. Education	i. Expansion of Willowfield School contingent on the successful enrolment of two additional full capacity classes for two continuous years by September 2024. ii. Provision of an Alternative Provision Unit (APU) at Willowfield School to support diverse educational needs.
3. Employment and Social and Community Infrastructure	i. Supporting the objectives of the Creative Enterprise Zone (CEZ), including skills, learning and the provision of affordable workspace. ii. Investment in superfast broadband connectivity.
4. Green and Blue Infrastructure	i. Investment in Walthamstow Wetlands for essential maintenance as a biodiverse nature reserve and visitor attraction. ii. De-culverting and enhancing Dagenham Brook. iii. Provision of generous new park at Uplands and network of connected open spaces throughout the Blackhorse Lane masterplan area and other connecting sites including Blackhorse Yard.
5. Suitable Alternative Natural Greenspaces (SANGs)	i. The SANGs sites identified as potentially providing visitor uplift capacity for new homes in the Blackhorse Lane Strategic Location include: <ul style="list-style-type: none"> ● Banbury Reservoir ● Douglas Eyre Playing Field ● Higham Hill Park ● Low Hall Wood and Sports Ground

	<ul style="list-style-type: none"> ● Stoneydown Park ● Wild Marsh East ● Cheney Row Park and Folly Lane ● Triangle Town Square and Gardens ● Queens Road Cemetery ● Walthamstow/Leyton Marsh Nature Reserve
<p>6. Transport</p>	<ol style="list-style-type: none"> i. Enhanced, green walking and cycling routes and connectivity between the Strategic Location and Walthamstow Wetlands, and across the Wetlands and Lea Valley Regional Park (LVRP) to Haringey and Enfield. ii. Enhanced green walking and cycling infrastructure along Blackhorse Road. iii. Improvements to key junctions on Blackhorse Lane and Billet Road. iv. Enhancement of Blackhorse Road station to improve accessibility including provision of lift. v. Provision of safe, secure and convenient cycle parking at Blackhorse Junction to facilitate longer multi-modal journeys.

Sutherland Road Industrial Area (R19015)



Please read in conjunction with the 'Site Boundary and Constraints Plan Key', which can be found at the end of the document.

Address:	59-69 Sutherland Road, Walthamstow, London E17 6BH		
Previous site reference:	SA35	Ward:	Higham Hill
Site Size (Ha):	1.00	Ownership:	Mixed
Consent Status:	None	Planning Reference(s):	N/A
Planning Designations:	Blackhorse Lane Strategic Location; LSIS; CEZ; Locally Listed Building (adjacent); AQMA.		

Sutherland Road Industrial Area (R19015) - Site Allocation

Site Allocation

- A. Provide modern, flexible industrial uses, ensuring a net increase in overall industrial capacity, and enhanced public realm with biodiverse landscaping.

Indicative Capacities

- B. Retain the existing provision of 5,970 sqm of industrial floorspace, with potential to provide an uplift by supporting existing businesses to intensify through the provision of workspace and ancillary uses.

Potential Delivery Timescale

- C. Development of the site is expected to be completed in

2020-2025	2025-2030	2030-2035
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Character-led Intensification Approach

- D. Transition

Sutherland Road Industrial Area (R19015) - Site Requirements

In order to secure planning permission, development proposals will be expected to:

- A. Engage with existing businesses on site, setting out proposals that will enable them to grow and develop, including through the provision of new workspace and ancillary uses.
- B. Support and enhance the Blackhorse Lane Creative Enterprise Zone (CEZ) through the provision of high quality workspace on site, including affordable workspace, to accommodate workers in the creative and cultural industries, and by exploring the opportunity to incorporate cultural uses or facilities as part of the wider development.
- C. Provide well designed active industrial ground-floor frontages onto Blackhorse Lane, Sutherland Road, and Sutherland Road Path to create a strong street presence and provide an industrial ‘shopfront’. Proposals should use design to establish a better definition between public and private realm, should avoid using hostile boundary treatments, and should maximise natural surveillance to ensure community safety for all. There is an opportunity to reveal the original frontage of Dowsett House on Blackhorse Lane to enhance the frontage and celebrate the current building’s ‘sawtooth roof’.

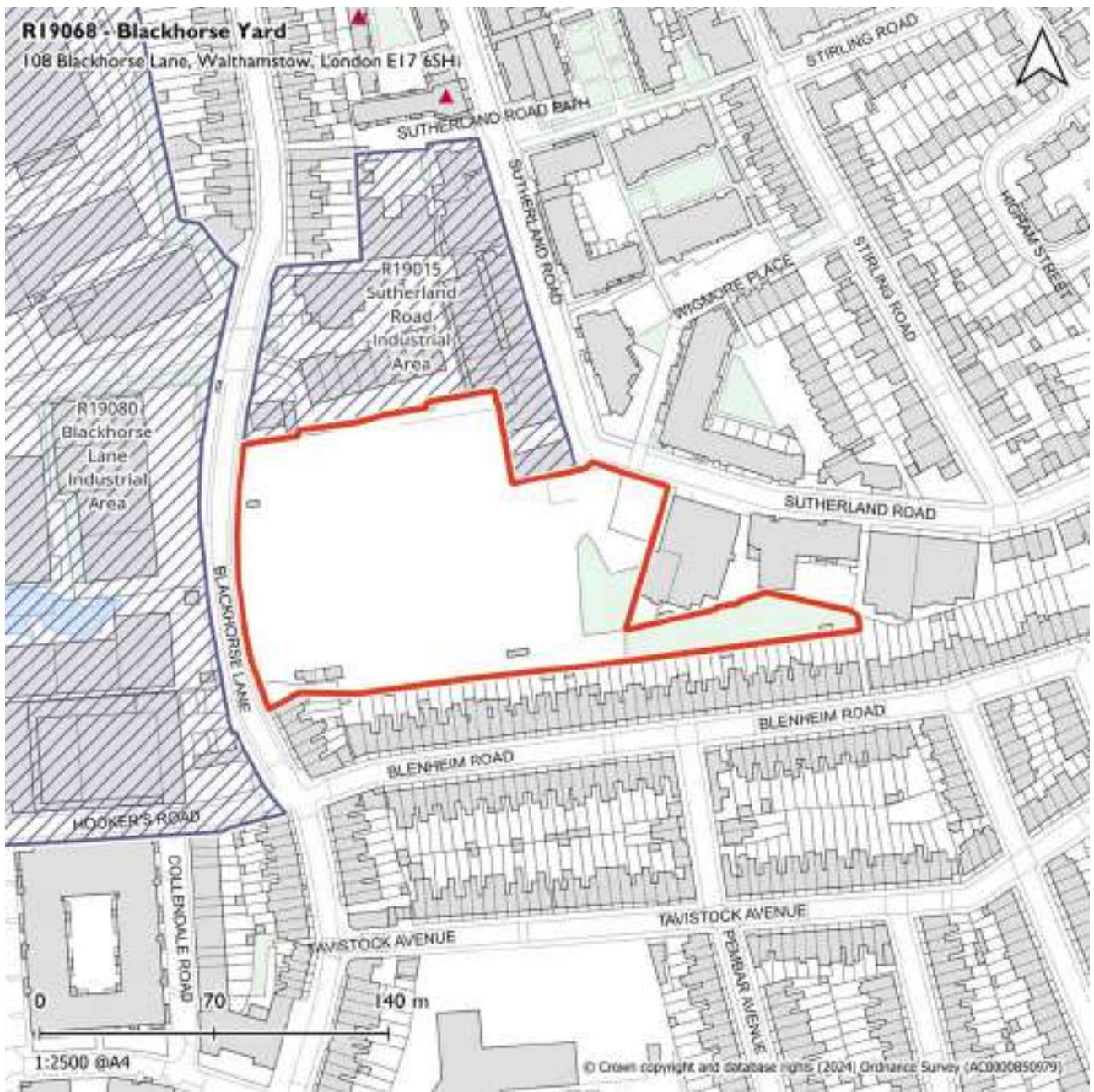
- D. Enhance the existing public realm onto Blackhorse Lane and Sutherland Road to deliver a pedestrian-focused environment which is green, safe and accessible to all. The area in front of the industrial units on Blackhorse Lane and Sutherland Road Path should include appropriate yard space designed in the form of a 'working yard'.
- E. Deliver new and enhanced greening and biodiversity throughout and around the site, including through the provision of tree planting, green spaces, and green roofs.
- F. Enhance existing pedestrian and cycling connectivity along Sutherland Road Path.
- G. Consideration should be given to whether the existing servicing route to the south of the site, from Blackhorse Lane, could be integrated with servicing access of the adjacent development at Blackhorse Yard (R19068).
- H. Mitigate existing pluvial flood risk to the south of the site to achieve greenfield run off rates through appropriate design, including Sustainable Drainage Systems (SuDS) where appropriate. Development should also make efforts to reduce pluvial flood risk off site.
- I. Provide a high-level district heat network feasibility study, to be agreed with the LPA (and the GLA, if required). This site has been identified as lying within a 'Zone of Interest' for future district heat network expansion in conjunction with the development of a future Strategic Heat Main extension into the borough. Applicants should engage with the Council at the earliest opportunity.

Sutherland Road Industrial Area (R19015) - Placemaking Plan



Please read in conjunction with the 'Placemaking Plan Key', which can be found at the end of the document.

Blackhorse Yard (R19068)



Please read in conjunction with the 'Site Boundary and Constraints Plan Key', which can be found at the end of the document.

Address:	108 Blackhorse Lane, Walthamstow, London E17 6SH		
Previous site reference:	SA34	Ward:	Higham Hill
Site Size (Ha):	1.71	Ownership:	Public
Consent Status:	None	Planning Reference(s):	N/A
Planning Designations:	Blackhorse Lane Strategic Location; Area potentially suitable for tall building(s)*; LSIS; CEZ; AQMA.		

Footnote to Planning Designations - *This site has been identified as a location where a building/buildings of 18 storeys or more may be acceptable, within an indicative range of 18 - 23 storeys. This is subject to contextual analysis, a robust placemaking strategy, and assessment against all relevant policies set out within Local Plan Part 1, including Policy 54 Tall Buildings.

Blackhorse Yard (R19068) - Site Allocation

Site Allocation

- A. Provide new homes, modern, flexible industrial uses, commercial uses, new public realm and accessible, biodiverse green open spaces.

Indicative Capacities

- B. 500 homes
- C. 2,565 sqm non-residential uses (including light industrial, convenience retail and restaurants, cafes)

Potential Delivery Timescale

- D. Development of the site is expected to be completed in

2020-2025	2025-2030	2030-2035
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Character-led Intensification Approach

- E. Transformation

Blackhorse Yard (R19068) - Site Requirements

In order to secure planning permission, development proposals will be expected to

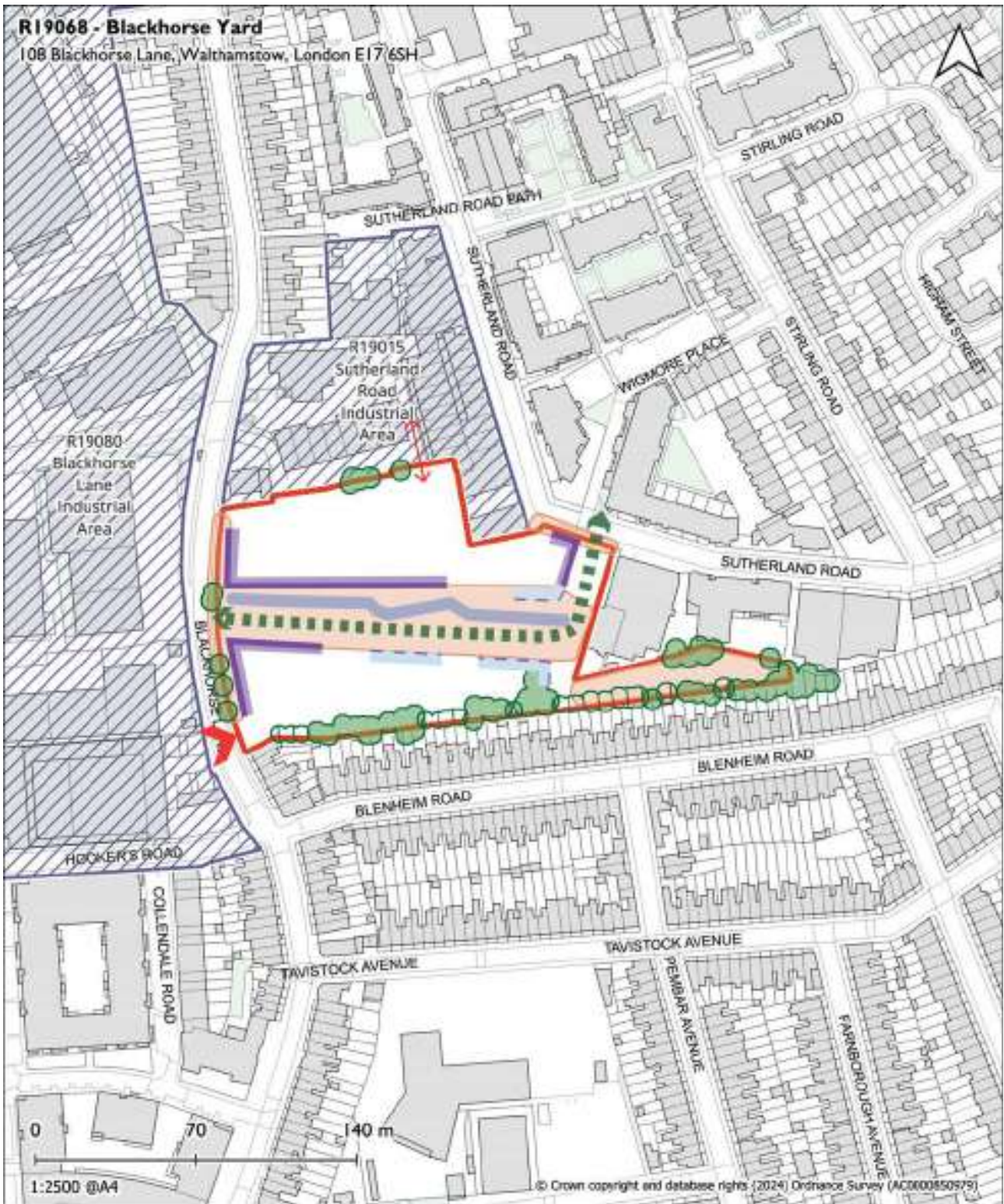
- A. Optimise the capacity of the site to deliver approximately 500 high quality, accessible, sustainable homes, including affordable housing.
- B. Explore whether Build to Rent homes (meeting the London Plan and Local Plan Part 1 definitions), including affordable housing preferably for London Living Rent, are appropriate for this site or parts of this site. All Build to Rent development in the borough will be expected to explore the potential to offer affordable housing to local key workers.
- C. Support and enhance the Blackhorse Lane Creative Enterprise Zone (CEZ) through the provision of high quality workspace on site, including light industrial uses and affordable workspace, to accommodate workers in the creative and cultural industries, and by exploring the opportunity to incorporate cultural uses or facilities as part of the wider development.

- D. Provide commercial uses of a size and scale that would support the new and local residential population and which is appropriate for the edge of centre location. The proposal must include workspace, including for light industrial, and should provide other uses that complement Blackhorse Lane Neighbourhood Centre's existing offer, such as early years provision, retail, food and beverage, and leisure uses. The quantum of uses should be informed through the detailed design process and an assessment of need should be made at the application stage, including through reference to vacancy rates within the designated centre, and their provision must not undermine the viability and vitality of the centre.
- E. Deliver new and enhanced greening and biodiversity throughout and around the site, including through the provision of tree planting, green spaces, and green roofs.
- F. Deculvert the Dagenham Brook to create a new ecological park as a central green spine running through the site. This should incorporate adventure and nature-focused play and learning spaces, as well as functioning as a Sustainable Drainage System. This should align with the potential deculverting of the brook in the Blackhorse Lane Industrial Area site (R19080), as per the agreed masterplan, creating a new green link and corridor to the edge of the High Maynard Reservoir.
- G. Provide well designed active commercial ground-floor frontage onto Blackhorse Lane and Sutherland Road, and a mix of active commercial and residential frontages within the site. The frontage onto Blackhorse Lane should overlook an enhanced public realm with widened footways and should relate well to development within the Blackhorse Lane Industrial Area (R19066), creating a clear visual and functional link that extends the industrial focus on making and creating in Blackhorse Lane into this site and Sutherland Road Industrial Area (R19015).
- H. Avoid harmful impacts on the sensitive edges associated with the residential uses that bound the site.
- I. Deliver new cycle and pedestrian connectivity through the site, linking Blackhorse Lane and Sutherland Road.
- J. Provide safe, well defined and well managed servicing and delivery access from Blackhorse Lane. Consideration should be given to whether the existing servicing route to the south of the Sutherland Road Industrial Area (R19105) could be utilised to service this site.
- K. Retain and enhance significant and/or mature trees by incorporating them into the layout and landscape design, and suitably protecting them during construction and operation. This includes root protection as well as crown growth in proximity to buildings over the tree's natural lifespan.
- L. Mitigate the impact of any localised poor air quality from Blackhorse Lane on the site through the appropriate design and siting of the buildings, the correct use of appropriate building materials, and responsive landscaping design and ecological buffers. The redevelopment of this site in accordance with Local Plan Part 1 policies relating to car

free development and better management of servicing and deliveries will reduce the number of car-based trips based on the previous car-generating use, contributing to improved air quality locally and across the borough as a whole.

- M. Provide a high-level district heat network feasibility study, to be agreed with the LPA (and the GLA, if required). This site has been identified as lying within a 'Zone of Interest' for future district heat network expansion in conjunction with the development of a future Strategic Heat Main extension into the borough. Applicants should engage with the Council at the earliest opportunity.
- N. Ensure that the overall integrity and efficacy of the adjacent Sutherland Road and Blackhorse Locally Significant Industrial Site (LSIS) and the existing or potential industrial activities located within it are not compromised by development on the site, including the ability of industrial activities to operate on a 24-hour basis. This should be achieved through the layout and orientation of any proposals, including the location of public realm, as well as consideration of access, servicing, soundproofing and other design mitigation measures. The Agent of Change principle will be applied to protect the industrial function of the LSIS.
- O. Explore the potential for meanwhile uses on the site.

Blackhorse Yard (R19068) - Placemaking Plan



Please read in conjunction with the 'Placemaking Plan Key', which can be found at the end of the document.

Blackhorse Lane Industrial Area (R19080)



Please read in conjunction with the 'Site Boundary and Constraints Plan Key', which can be found at the end of the document.

Address:	Blackhorse Lane, Walthamstow, London E17 6AL		
Previous site reference:	SA69	Ward:	Higham Hill and St James
Site Size (Ha):	16.13	Ownership:	Mixed
Consent Status:	Part resolution to grant	Planning Reference(s):	222739
Planning Designations:	Blackhorse Lane Strategic Location; Area potentially suitable for tall building(s)*; SIL; LSIS; CEZ; APA; Ramsar/SPA (adjacent); SSSI (adjacent); SINC; AQMA; Flood Zone 2; Flood Zone 3a; Flood Zone 3b; MGB (adjacent); LVRP (adjacent); Green Corridor; Greenway (adjacent); Main River (8m).		

Footnote to Planning Designations - *Part of this site has a consented development proposal, through which a building of 18 storeys has been tested and approved, and the principle for tall buildings of up to 145m elsewhere on the site have been tested and approved (hybrid application: 222739). The Blackhorse Lane Industrial Masterplan establishes the principle of the location as one where buildings of 18 storeys or more may be acceptable, subject to contextual analysis, a robust placemaking strategy, and assessment against all relevant policies set out within Local Plan Part 1, including Policy 54 Tall Buildings.

Blackhorse Lane Industrial Area (R19080) - Site Allocation

Site Allocation

- A. Provide modern, flexible industrial uses, ensuring a net increase in overall industrial capacity, new homes, community uses and commercial uses, new and enhanced public realm and accessible, biodiverse green open spaces.

Indicative Capacities

- B. 2,300 – 3,500 homes
- C. 94,000 sqm industrial uses
- D. Town centre uses to be determined through detailed application(s)

Potential Delivery Timescale

- E. Development of the site is expected to be completed in

2020-2025	2025-2030	2030-2035
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Character-led Intensification Approach

- F. Transformation

Blackhorse Lane Industrial Area (R19080) - Site Requirements

In order to secure planning permission, development proposals will be expected to

- A. Optimise the capacity of the site to deliver between approximately 2,300 to 3,500 high-quality, accessible, sustainable homes, including affordable housing. Housing is only appropriate within areas identified in the Blackhorse Lane Masterplan.
- B. Explore whether Build to Rent homes (meeting the London Plan and Local Plan Part 1 definitions), including affordable housing preferably for London Living Rent, are appropriate for this site or parts of this site. All Build to Rent development in the borough will be expected to explore the potential to offer affordable housing to local key workers.
- C. Provide modern, flexible industrial floorspace in line with Strategic Industrial Location (SIL) designation, in the north of the site, and the Locally Significant Industrial Site (LSIS) designation, in the south, that is greater than the existing industrial floorspace capacity. The Blackhorse Lane Masterplan indicates capacity for approximately 94,000 sqm of industrial floorspace, which is comprised of 48,000 sqm in the SIL and 46,000

sqm in the LSIS. Industrial uses should be supported by appropriate yard space, which should be designed to be used flexibly at different times of the day and week. Industrial uses must be completed ahead of other uses in accordance with 'industry first' principles.

- D. Support and enhance the Blackhorse Lane Creative Enterprise Zone (CEZ) through the provision of high quality industrial workspace on site, including affordable workspace, to accommodate workers in the creative and cultural industries, and by exploring the opportunity to incorporate cultural uses or facilities as part of the wider development.
- E. Provide a Retention and Relocation strategy which sets out an approach to engagement with existing businesses and the provisions to be undertaken to either secure their retention on site within the redeveloped premises or for them to be accommodated within alternative suitable local premises.
- F. Protect and retain the Eden Girls' School educational use as part of any redevelopment within the wider area.
- G. Provide commercial uses of a size and scale that would support the new and local residential population, and which would complement rather than compete with the offering in the nearby Blackhorse Land Neighbourhood Centre. Uses that are considered particularly suitable for this site include food and beverage, night time economy uses, community facilities, office workspace, and retail. Such uses are only acceptable within the LSIS. The quantum of uses should be informed through the detailed design process and an assessment of need should be made at the application stage.
- H. Introduce a series of connected yards and public spaces along the Thames Water Spine Tunnel's exclusion zone. These should retain the industrial functionality and character of the site, whilst providing new high quality pedestrian-focused public realm which is green, safe and accessible to all, and which supports a range of different uses and activities.
- I. Deliver new and enhanced greening and biodiversity throughout and around the site, including through the provision of tree planting, green spaces, and green roofs. Proposals should establish a new accessible, biodiverse waterside open space with the potential for raised terraces to enable views over the reservoirs.
- J. Deculvert the Dagenham Brook to create a new green link and corridor, which functions as a Sustainable Drainage System, and which connects High Maynard Reservoir with Blackhorse Lane, and will align with the potential deculverting of the brook in the Blackhorse Yard site (R19068).
- K. Create a coherent network of development plots and streets throughout the site, as established by the Masterplan. These should incorporate a range of clearly defined industrial, commercial, and residential streets and spaces, which should incorporate well-design and appropriate active ground floor frontages. Development should also repair the frontage onto Blackhorse Lane through the provision of industrial and customer-facing 'shopfronts'.

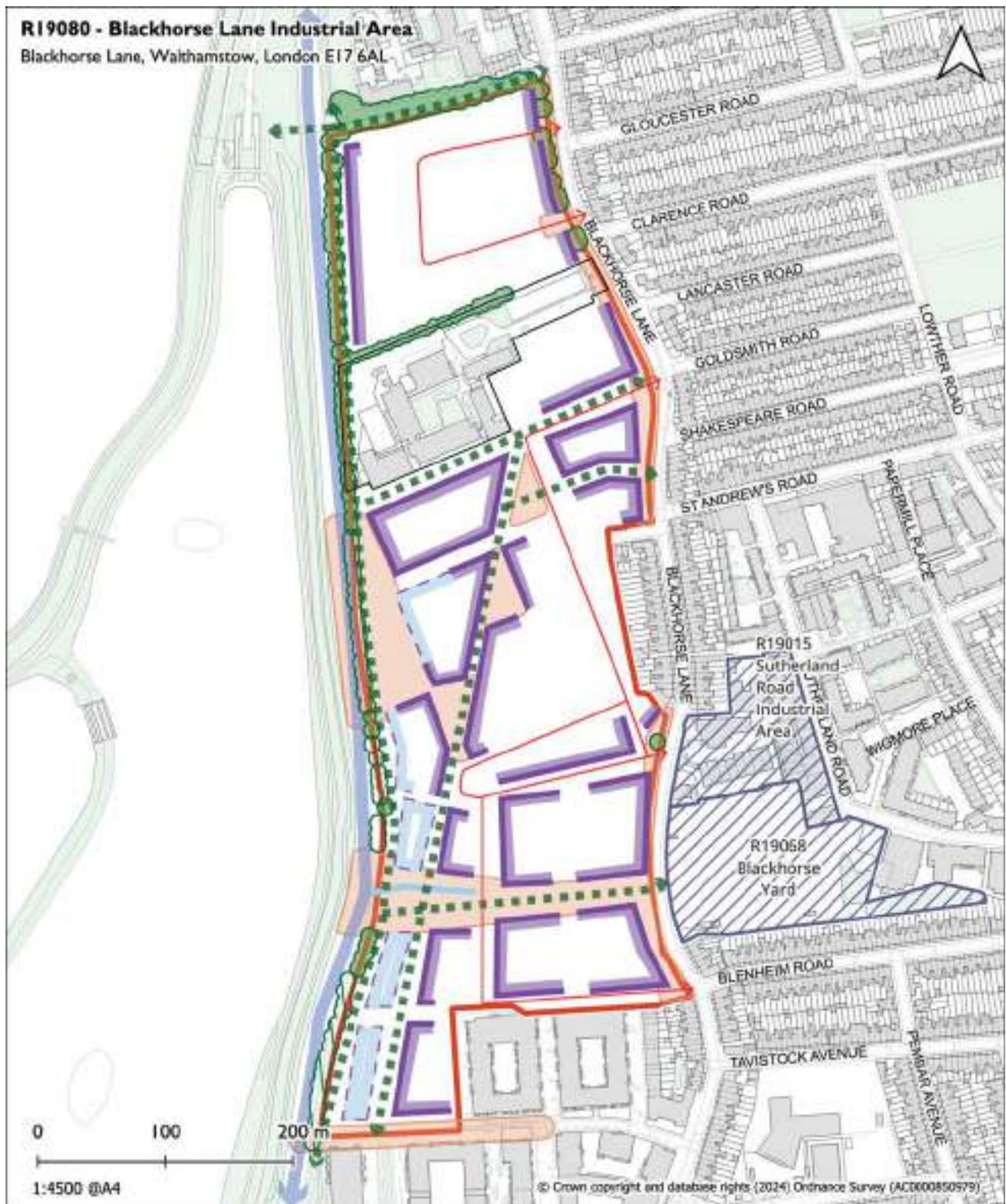
- L. Deliver new pedestrian and cycling connectivity throughout the site based on the network of streets, and establish key east-west routes through the site, including from Worcester Road, connecting Higham Hill Park with the Wetlands' Lockwood Way entrance, and from Goldsmith Road, connecting Trencherfield Allotments with Uplands House and beyond, and into the Blackhorse Yard site (R19080). These will enable the existing residential community to develop a better connection with the wetlands, and help knit together the established neighbourhood with the emerging developments on this site.
- M. Establish a continuous greening route along the waterside, taking advantage of positioning next to the Wetlands and connecting with the existing provision to the north. This should be designed as a continuous walking and cycle route with high quality and biodiverse amenity space along the way.
- N. Enhance existing pedestrian and cycling connectivity along Blackhorse Lane, enhancing safety and ensuring the stepped and segregated cycle lane is maintained and kept safe and accessible to all throughout construction.
- O. Provide safe, well defined and well managed servicing and delivery access to site, ensuring that this is limited to dedicated servicing streets and is appropriately separated from the access to the residential uses.
- P. Design and site buildings and new green space to protect and enhance the integrity of the Walthamstow Reservoirs / Walthamstow Marshes Site of Special Scientific Interest (SSSI), RAMSAR and Special Protection Area (SPA), and the Lea Valley Site of Importance for Nature Conservation (SINC), and the associated Green Corridor. The use of lighting or light pollution should be appropriately mitigated through a lighting strategy to ensure it does not negatively impact the existing ecology.
- Q. Mitigate the Flood Zone 2 and Flood Zone 3 fluvial flood risk to the south west of the site through the use of effective design, siting buildings to the lowest flood risk areas and prioritising vulnerable uses and/or infrastructure to be sited away from the areas of highest flood risk. Permanent structure must be set back from watercourses by at least 8m to enable access for maintenance and to allow new greening to thrive. Built development must not encroach into the area of land shown as 'non-developable' on the Site Boundary and Constraints Plan. Applicants must engage with the Environment Agency at the earliest possible opportunity.
- R. Ensure that any development protects the Thames Water Spine Tunnel high-pressure water main, which crosses the site heading from north to south. Construction is permitted over the tunnel, provided that it can be demonstrated that it will have no negative impact on the tunnel. Buried services can be constructed within the exclusion zone if required, subject to a Ground Movement Assessment and subsequent approval with Thames Water.
- S. Provide a high-level district heat network feasibility study, to be agreed with the LPA (and the GLA, if required). This site has been identified as lying within a 'Zone of Interest' for future district heat network expansion in conjunction with the development of a future Strategic Heat Main extension into the Borough. Applicants should engage with the Council at the earliest opportunity.

- T. Ensure that the overall integrity and efficacy of the Blackhorse Lane Strategic Industrial Location (SIL) and Locally Significant Industrial Site (LSIS) and the existing or potential industrial activities located within it are not compromised by development on the site, including the ability of industrial activities to operate on a 24-hour basis. This should be achieved through the layout and orientation of any proposals, including the location of public realm, as well as consideration of access, servicing, soundproofing and other design mitigation measures. The Agent of Change principle will be applied to protect the industrial function of the area.
- U. Be in accordance with the Blackhorse Lane Masterplan, including the Blackhorse Lane Charter, as well any further subsequent sub-area masterplans developed in partnership with the Council and the Greater London Authority (GLA).

SUPPORTING TEXT

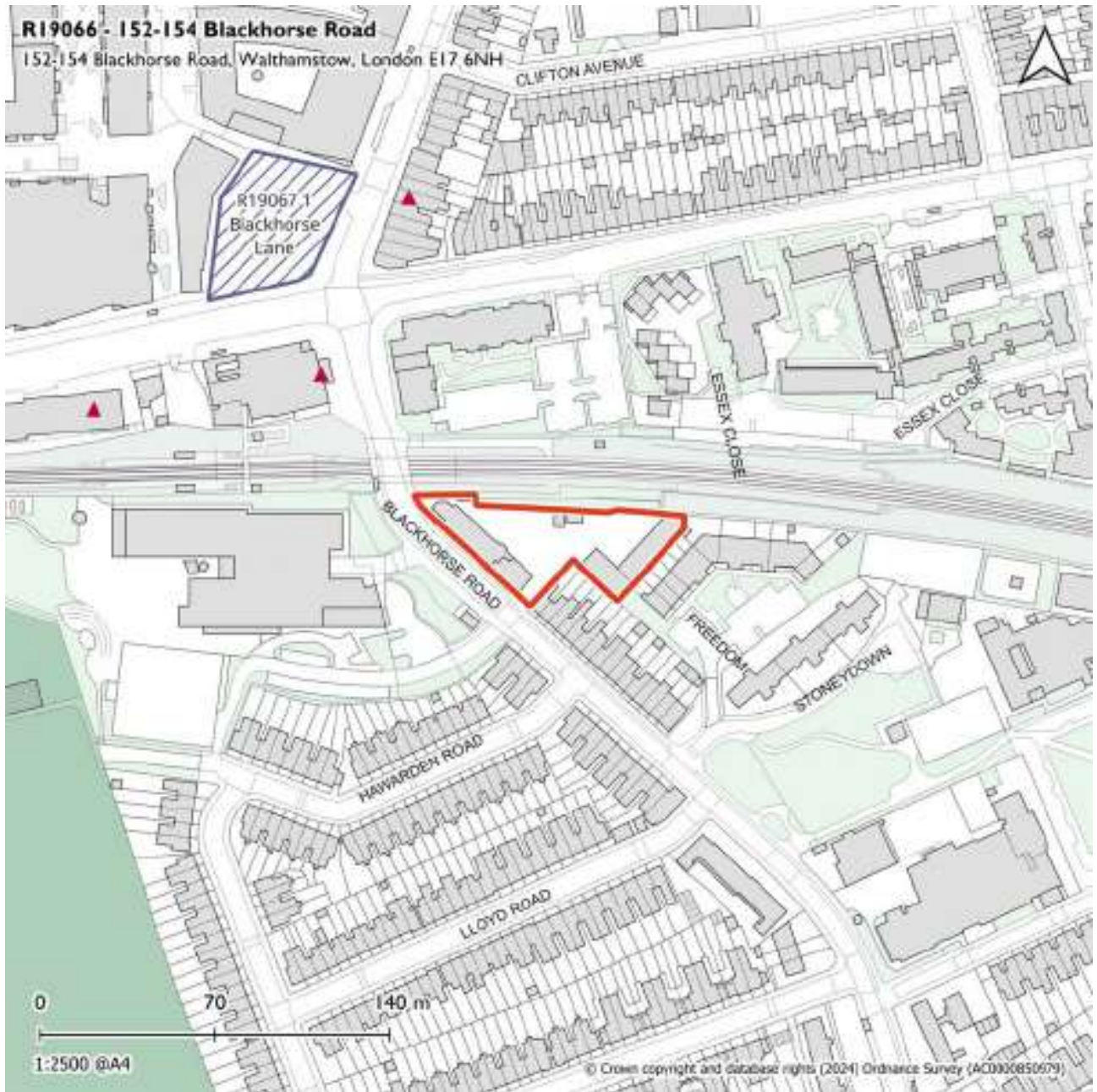
19.3 Development on this site is anticipated to continue beyond the Local Plan period, which runs until 2035. As development of this site is likely to be phased, some new homes are anticipated to be completed outside of the Local Plan period. These are not included within the evidence of housing supply to meet identified needs prepared in support of this Plan.

Blackhorse Lane Industrial Area (R19080) - Placemaking Plan



Please read in conjunction with the 'Placemaking Plan Key', which can be found at the end of the document.

152-154 Blackhorse Road (R19066)



Please read in conjunction with the 'Site Boundary and Constraints Plan Key', which can be found at the end of the document.

Address:	152-154 Blackhorse Road, Walthamstow, London E17 6NH		
Previous site reference:	SA32	Ward:	High Street
Site Size (Ha):	0.25	Ownership:	Private
Consent Status:	None	Planning Reference(s):	N/A
Planning Designations:	Blackhorse Lane Strategic Location; Blackhorse Lane Neighbourhood Centre; Area potentially suitable for tall building(s)*; CEZ; AQFA; AQMA.		

Footnote to Planning Designations - *This site is proposed through this document to be designated as a 'Location Suitable for Tall Buildings'. This is set out in more detail under 'Policy Map Changes'.

152-154 Blackhorse Road (R19066) - Site Allocation

Site Allocation

- A. Reprovide workspace and provide new homes and enhanced public realm with biodiverse landscaping.

Indicative Capacities

- B. 40 homes
- C. 1,560 sqm workspace

Potential Delivery Timescale

- D. Development of the site is expected to be completed in

2020-2025	2025-2030	2030-2035
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Character-led Intensification Approach

- E. Transition

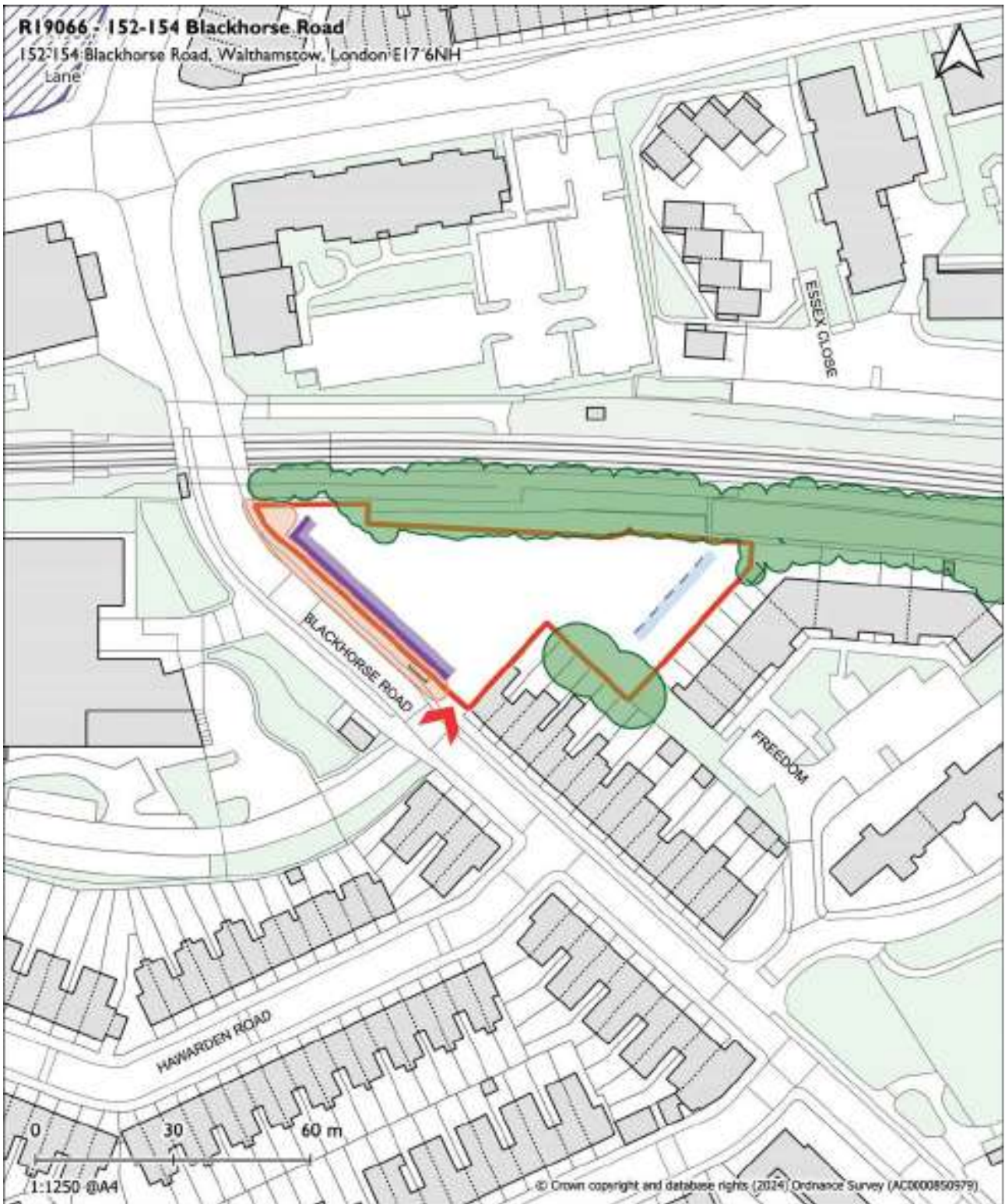
152-154 Blackhorse Road (R19066) - Site Requirements

In order to secure planning permission, development proposals will be expected to

- A. Optimise the capacity of the site to deliver approximately 40 high quality, accessible, sustainable homes, including affordable housing.
- B. Support and enhance the Blackhorse Lane Creative Enterprise Zone (CEZ) through the provision of high quality workspace on site, including affordable workspace, to accommodate workers in the creative and cultural industries, and by exploring the opportunity to incorporate cultural uses or facilities as part of the wider development.
- C. Provide well designed commercial active ground-floor frontage onto Blackhorse Road, ensuring that this relates positively to the surrounding context and maximises natural surveillance to ensure community safety for all.
- D. Avoid harmful impacts on the sensitive edges associated with the residential uses that bound the site. Massing should be focused to the west of the site away from the boundary with these uses.

- E. Demonstrate that there would be no adverse impact on the amenity of future occupiers from noise, vibrations or light associated with the continued effective operation of the railway. Proposals should retain and enhance the existing trees and green buffer to contribute to this, whilst also retaining a sufficient easement between the railway and any buildings to enable access for maintenance and servicing.
- F. Enhance the existing public realm along Blackhorse Road to deliver a pedestrian-focused environment which is green, safe and accessible to all. Proposals should set back the building line to provide a more generous footway to better accommodate the cycle path and bus stop.
- G. Enhance existing pedestrian and cycling connectivity along Blackhorse Road, ensuring that the stepped cycle lane is maintained and kept safe and accessible to all throughout construction.
- H. Deliver new and enhanced greening and biodiversity throughout and around the site, including through the provision of tree planting, green spaces, and green roofs.
- I. Mitigate the impact of any localised poor air quality from Blackhorse Road on the site through the appropriate design of the buildings, the correct use of appropriate building materials, and responsive landscaping design and ecological buffers. The redevelopment of this site in accordance with Local Plan Part 1 policies relating to car free development and better management of servicing and deliveries will reduce the number of car-based trips, contributing to improved air quality locally and across the borough as a whole.

152-154 Blackhorse Road (R19066) - Placemaking Plan



Please read in conjunction with the 'Placemaking Plan Key', which can be found at the end of the document.

Wood Street

Wood Street Strategic Location - Infrastructure Requirements

To ensure that growth is inclusive and sustainable, development must contribute to the delivery of key infrastructure in accordance with policy 96. This includes borough-wide infrastructure, such as affordable housing and workspace, tree planting and biodiversity, flood mitigation measures including Sustainable Drainage Systems (SuDS), and investment in educational facilities, cultural initiatives, and heritage assets. This list sets out the specific requirements identified to be delivered in Wood Street Strategic Location based on a snapshot of the Infrastructure Delivery Plan (IDP) at the time of drafting. It is very likely that much of it will serve communities outside the Strategic Location too, and it may therefore be necessary for development outside the Strategic Location to make appropriate contributions to its delivery.

Development proposals within the Wood Street Strategic Location will be expected to deliver or contribute towards the delivery of the following infrastructure items:

1. Culture	i. Enhancements as part of council's Making Places Programme incorporating mural and lighting design beneath the bridge at Wood Street Station.
2. Employment and Social and Community Infrastructure	i. Enhancement of facilities at Wood Street Library.
3. Public Realm	i. Improvements to the square outside Wood Street Library.
4. Suitable Alternative Natural Greenspaces (SANGs)	<p>i. The SANGs sites identified as potentially providing visitor uplift capacity for new homes in the Wood Street Strategic Location include:</p> <ul style="list-style-type: none"> ● Banbury Reservoir ● Fellowship Square and Gardens ● St Mary's Church Yard ● Town Square and Gardens
5. Transport	<p>i. New step-free access to Wood Street station.</p> <p>ii. Improvements to Wood Street station including wayfinding and lighting.</p> <p>iii. Improvements to road infrastructure and associated public realm pavement widening outside Willow House and former Wood St library</p>

Former Crownlea, Wood Street (R19072)



Please read in conjunction with the 'Site Boundary and Constraints Plan Key', which can be found at the end of the document.

Address:	253 Wood Street, Walthamstow, London E17 3NT		
Previous site reference:	SA40	Ward:	Wood Street
Site Size (Ha):	0.64	Ownership:	Private
Consent Status:	None	Planning Reference(s):	N/A
Planning Designations:	Wood Street Strategic Location; TPO (adjacent); EFSAC (400m); AQMA; CDA; Playing Fields (adjacent).		

Former Crownlea, Wood Street (R19072) - Site Allocation

Site Allocation

- A. Provide new homes and workspace, including modern, flexible industrial uses, new and enhanced public realm and accessible, biodiverse green open spaces.

Indicative Capacities

- B. 95 homes
- C. 900 sqm non-residential uses, focused on industrial and office uses.

Potential Delivery Timescale

- D. Development of the site is expected to be completed in

2020-2025	2025-2030	2030-2035
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Character-led Intensification Approach

- E. Transition

Former Crownlea, Wood Street (R19072) - Site Requirements

In order to secure planning permission, development proposals will be expected to:

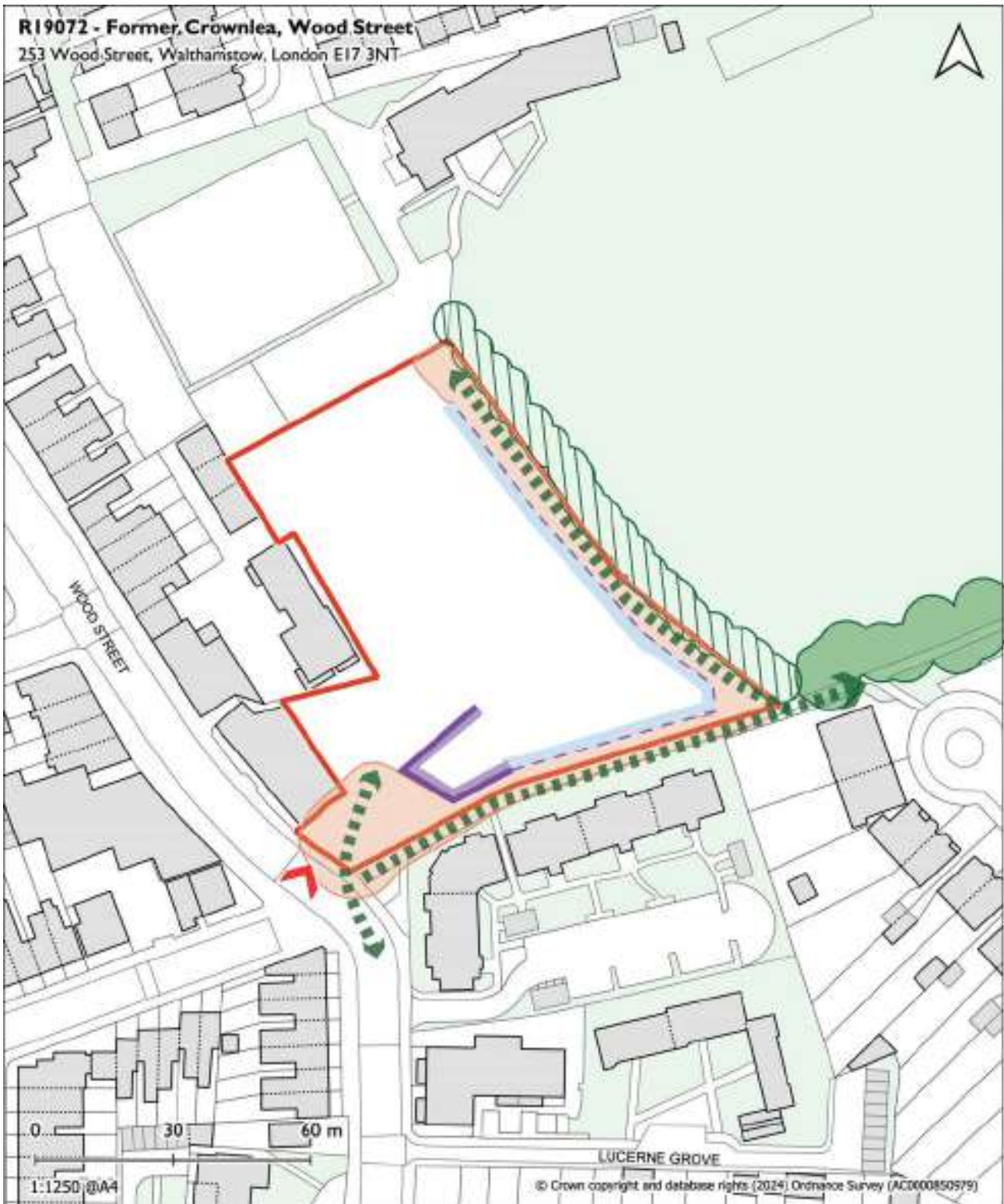
- A. Optimise the capacity of the site to deliver approximately 95 high quality, accessible, sustainable homes, including affordable housing.
- B. Explore whether Build to Rent homes (meeting the London Plan and Local Plan Part 1 definitions), including affordable housing preferably for London Living Rent, are appropriate for this site or parts of this site. All Build to Rent development in the borough will be expected to explore the potential to offer affordable housing to local key workers.
- C. Reprovide employment uses on site, including office (such as co-working) and light industrial uses, as part of a mixed-use scheme. Proposals should seek to maximise the quantum of employment uses, whilst ensuring the overall coherence of the scheme. The reference capacity for reprovision is 900 sqm. The design of the scheme should ensure sensitive uses, such as residential, are appropriately separated the employment uses, and that the impact of noise and other pollutants, particularly from the light industrial uses, is appropriately mitigated.
- D. Provide well designed frontage onto Walthamstow Cricket Club, having regard of the appearance of the scheme from the playing fields. The design of this frontage should also be informed by a ball-strike risk assessment to mitigate against negative impact on recreational use, with the Agent of Change principle applied. Proposals should also provide well designed active commercial frontage onto Wood Street and Buck’s Walk, having regard for the level change along this path by potentially providing a

commercial frontage on both the ground floor and the first/upper ground floor level. Both frontages should maximise natural surveillance to ensure community safety for all.

- E. Create new high quality pedestrian-focused public realm at the centre of the site and enhance the existing public realm along Buck's Walk to create a well landscaped environment which is green, safe and accessible to all.
- F. Enhance existing pedestrian and cycling connectivity along the existing Buck Walk route, and create new routes through the site and along the adjoining Cricket Ground.
- G. Provide safe, well defined and well managed servicing and delivery access to the site from Wood Street.
- H. Deliver new and enhanced greening and biodiversity throughout and around the site, including planting new trees along the boundary line with the Walthamstow Cricket Club, green space, and green roofs.
- I. Retain and enhance trees with Tree Protection Orders (TPOs) and significant and/or mature trees by incorporating them into the layout and landscape design, and suitably protecting them during construction and operation. This includes root protection as well as crown growth in proximity to buildings over the tree's natural lifespan.
- J. Provide a development design that focuses on ensuring the proposed buildings, landscaping and infrastructure layout maximise on site green spaces and minimise access to Epping Forest SAC.
- K. Undertake a project level Habitats Regulations Assessment (HRA) setting out details of the proposed measures that would mitigate for urban effects to ensure no adverse impact on the Epping Forest Special Area of Conservation (SAC). This is required as the site is located within 400m of the Epping Forest SAC.
- L. Implement waste management measures for the site in accordance with the borough's Waste and Recycling Guidance for Developments strategy and the Exemplar Design Supplementary Planning Document (SPD), or any updates to these documents.
- M. Mitigate the impact of any localised poor air quality from Wood Street on the site through the appropriate design and siting of the buildings, the correct use of appropriate building materials, and responsive landscaping design and ecological buffers. The redevelopment of this site in accordance with Local Plan Part 1 policies relating to car free development and better management of servicing and deliveries will reduce the number of car-based trips based on the previous car-generating use, contributing to improved air quality locally and across the borough as a whole.
- N. Mitigate existing pluvial flood risk to the west of the site to achieve greenfield run off rates through appropriate design, including Sustainable Drainage Systems (SuDS) where appropriate. Development should also make efforts to reduce pluvial flood risk off site.

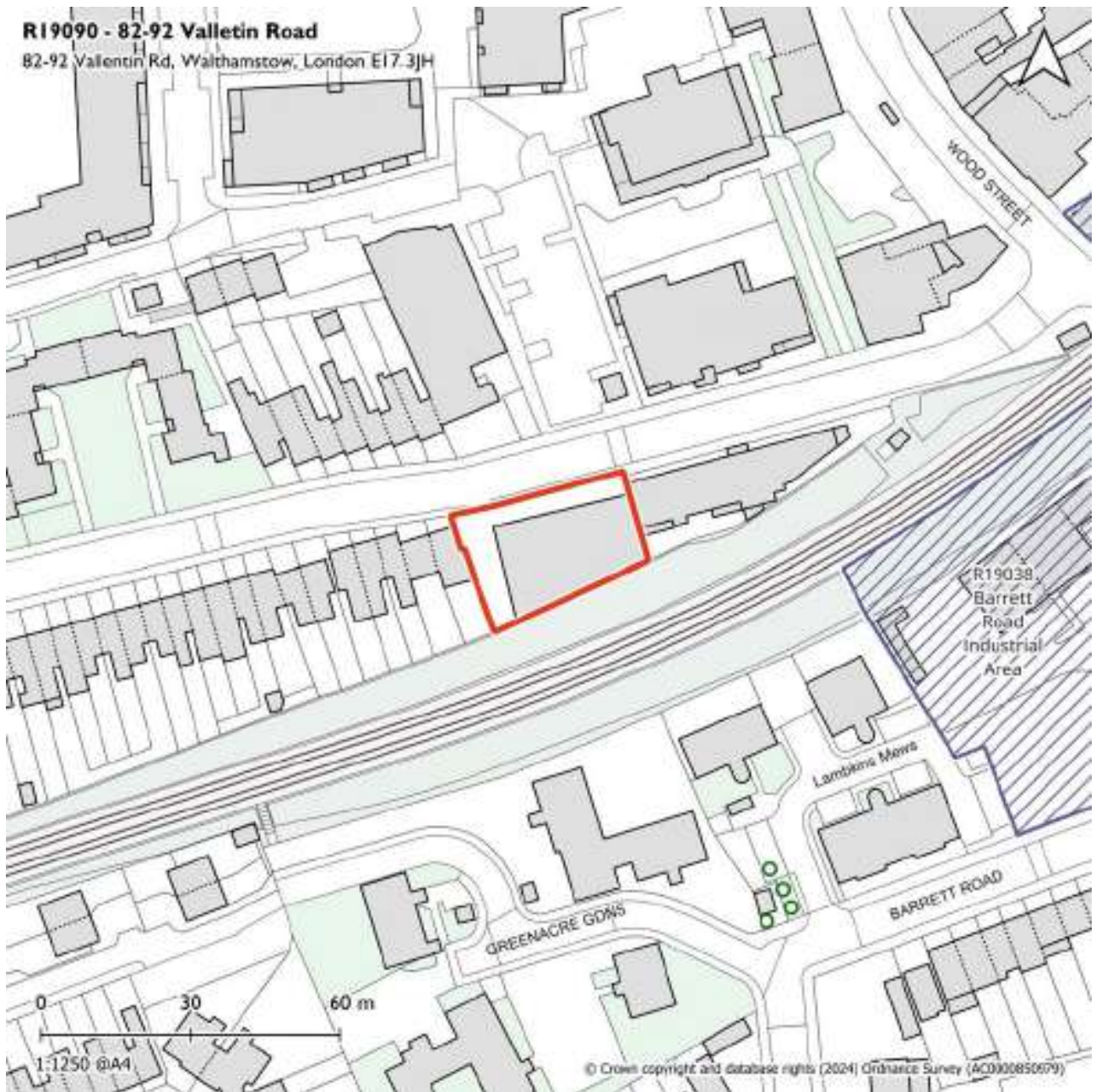
- O. Consider whether there is the opportunity to work with landowners of the adjacent site at 247-253 Wood Street to provide a cohesive development.

Former Crownlea, Wood Street (R19072) - Placemaking Plan



Please read in conjunction with the 'Placemaking Plan Key', which can be found at the end of the document.

82-92 Vallentin Road (R19090)



Please read in conjunction with the 'Site Boundary and Constraints Plan Key', which can be found at the end of the document.

Address:	82-92 Vallentin Rd, Walthamstow, London E17 3JH		
Previous site reference:	N/A	Ward:	Wood Street
Site Size (Ha):	0.07	Ownership:	Private
Consent Status:	None	Planning Reference(s):	N/A
Planning Designations:	Wood Street Strategic Location; SINC (adjacent); AQMA; CDA.		

82-92 Vallentin Road (R19090) - Site Allocation

Site Allocation

- A. Provide new homes and enhanced public realm with biodiverse landscaping.

Indicative Capacities

- B. 15 homes

Potential Delivery Timescale

- C. Development of the site is expected to be completed in

2020-2025	2025-2030	2030-2035
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Character-led Intensification Approach

- D. Reinforcement

82-92 Vallentin Road (R19090) - Site Requirements

In order to secure planning permission, development proposals will be expected to

- A. Optimise the capacity of the site to deliver approximately 15 high quality, accessible, sustainable homes, including affordable housing.
- B. Provide well designed active residential ground-floor frontage onto Vallentin Road, ensuring that this relates positively to the surrounding context and maximises natural surveillance to ensure community safety for all.
- C. Demonstrate that there would be no adverse impact on the amenity of future occupiers from noise, vibrations or light associated with the continued effective operation of the railway. Proposals should consider how effective landscaping can contribute to this, whilst retaining a sufficient easement between the railway and any buildings to enable access for maintenance and servicing.
- D. Deliver new and enhanced greening and biodiversity throughout and around the site, including through the provision of tree planting, green spaces, and green roofs.
- E. Enhance existing pedestrian and cycling connectivity along Vallentin Road, linking Wood Street District Centre with Walthamstow Major Centre and providing wider connectivity.
- F. Design and site buildings and new green space to protect and enhance the integrity of the Chingford to Walthamstow Railsides Site of Importance for Nature Conservation (SINC) to the south of the site.

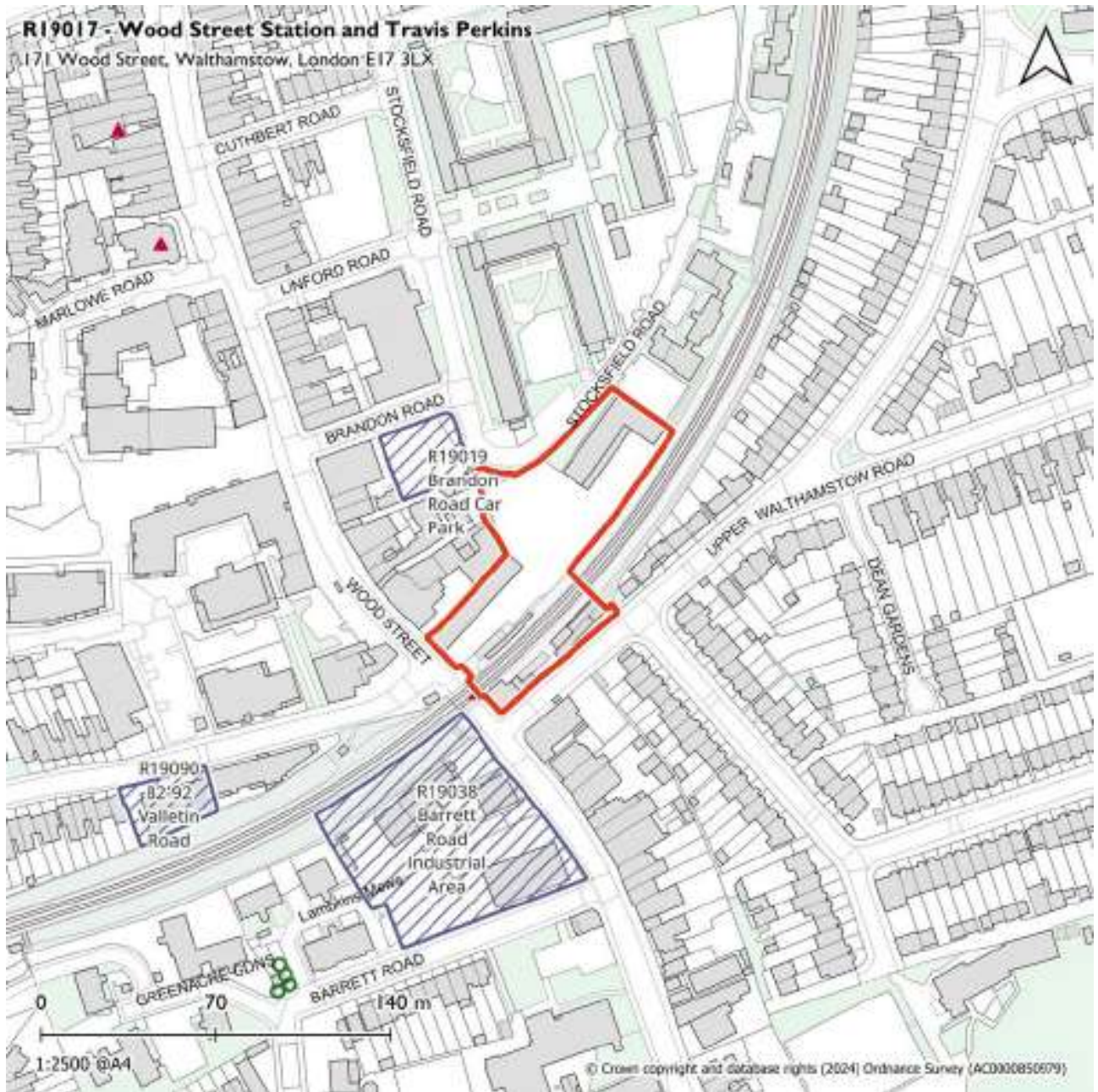
- G. Mitigate existing pluvial flood risk to the north west of the site to achieve greenfield run off rates through appropriate design, including Sustainable Drainage Systems (SuDS) where appropriate. Development should also make efforts to reduce pluvial flood risk off site.

82-92 Vallentin Road (R19090) - Placemaking Plan



Please read in conjunction with the 'Placemaking Plan Key', which can be found at the end of the document.

Wood Street Station and Travis Perkins (R19017)



Please read in conjunction with the 'Site Boundary and Constraints Plan Key', which can be found at the end of the document.

Address:	171 Wood Street, Walthamstow, London E17 3LX		
Previous site reference:	SA41 & SA42	Ward:	Wood Street
Site Size (Ha):	0.54	Ownership:	Private
Consent Status:	None	Planning Reference(s):	N/A
Planning Designations:	Wood Street Strategic Location; Wood Street District Centre; Area potentially suitable for tall building(s); PSA; Locally Listed Building (adjacent); EFSAC (400m); SINC (adjacent); AQMA; CDA.		

Wood Street Station and Travis Perkins (R19017) - Site Allocation

Site Allocation

- A. Provide new homes, workspace, other town centre uses, a new step-free entrance to Wood Street Overground Station, new public realm and accessible, biodiverse green open spaces.

Indicative Capacities

- B. 55 homes
- C. 3,000 sqm non-residential uses

Potential Delivery Timescale

- D. Development of the site is expected to be completed in

2020-2025	2025-2030	2030-2035
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Character-led Intensification Approach

- E. Transition

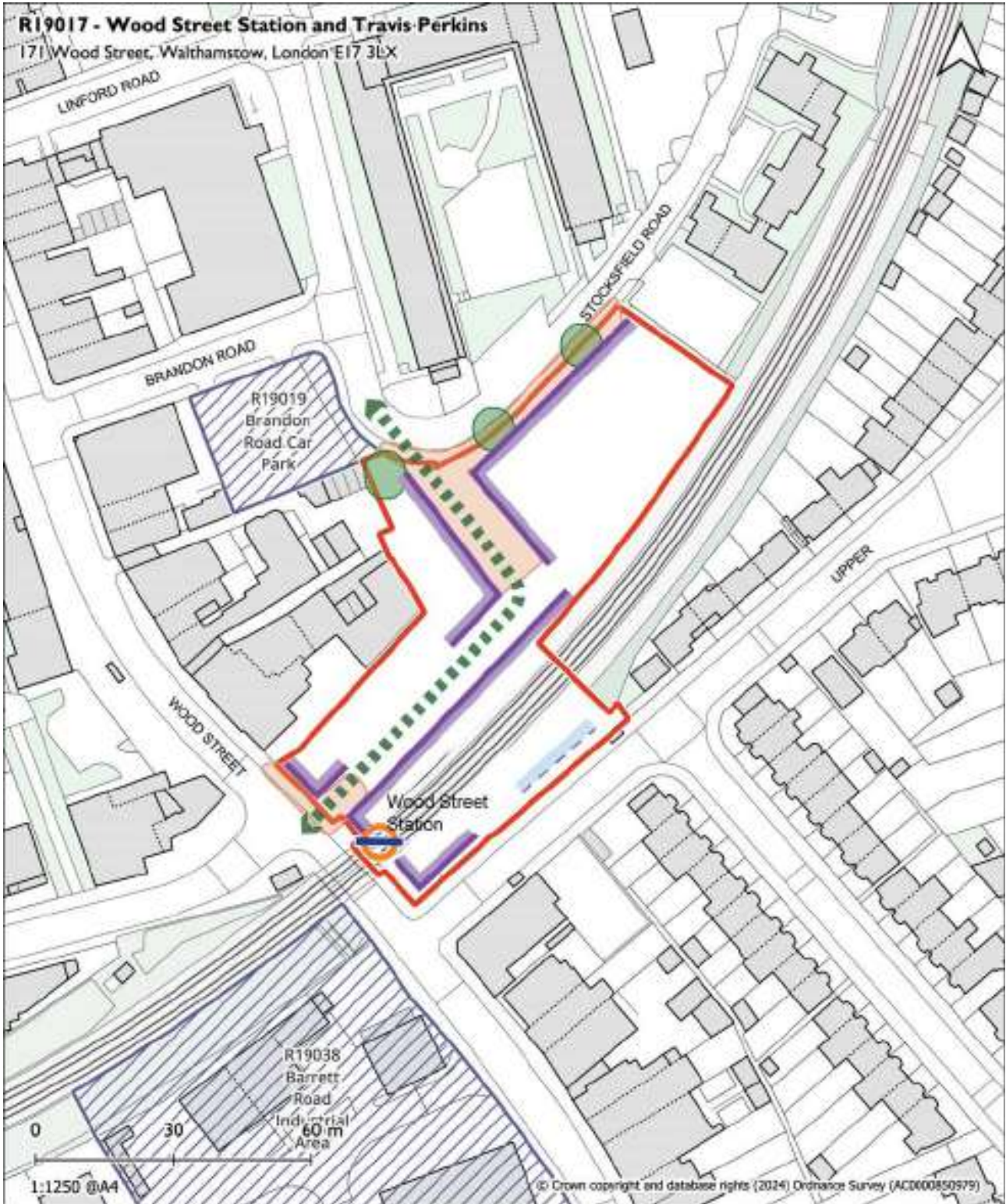
Wood Street Station and Travis Perkins (R19017) - Site Requirements

In order to secure planning permission, development proposals will be expected to

- A. Optimise the capacity of the site to deliver approximately 55 high quality, accessible, sustainable homes, including affordable housing.
- B. Explore whether Build to Rent homes (meeting the London Plan and Local Plan Part 1 definitions), including affordable housing preferably for London Living Rent, are appropriate for this site or parts of this site. All Build to Rent development in the borough will be expected to explore the potential to offer affordable housing to local key workers.
- C. Provide town centre uses on site that enhance and complement Wood Street District Centre’s existing offer, including through the activation of arches and the adjacent public realm to provide space for small businesses. Uses that are considered particularly suitable for this site include retail, food and beverage, night time economy uses, and/or workspace. The quantum of uses should be informed through the detailed design process and an assessment of need should be made at the application stage, including through reference to vacancy rates within the designated centre.
- D. Provide well designed active commercial ground-floor frontage onto Wood Street, running through the site adjacent to the railway arches, onto Stocksfield Road, and onto Upper Walthamstow Road, where it meets with Wood Street. Frontages should relate positively to the surrounding context and should maximise natural surveillance to ensure community safety for all.

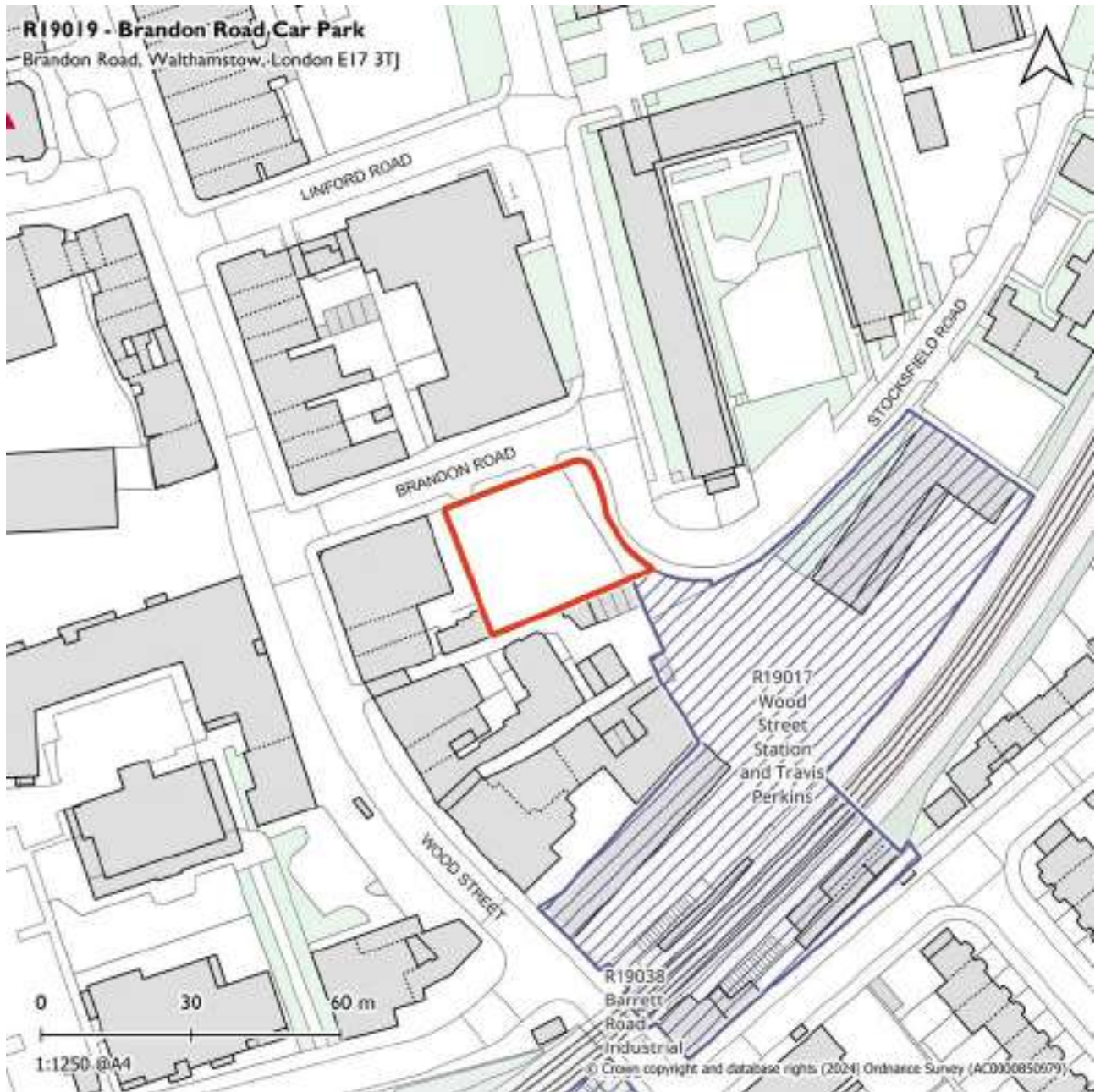
- E. Demonstrate that there would be no adverse impact on the amenity of future occupiers from noise, vibrations or light associated with the continued effective operation of the railway that runs through the site. Proposals should consider how effective landscaping can contribute to this, whilst retaining a sufficient easement between the railway and any buildings to enable access for maintenance and servicing.
- F. Enhance the existing public realm on Wood Street and around Wood Street Station, including the new step free entrances, to deliver a pedestrian-focused environment which is green, safe and accessible to all. Proposals should seek to create a space that allows the small businesses occupying the railway arches to activate the space with tables and chairs. The implementation of public art is encouraged to elevate the presence of the station as a gateway to Wood Street District Centre.
- G. Provide step-free access to the north and south side of Wood Street Overground Station, with associated high quality public realm that is safe and accessible to all. Development of each parcel of land (north and south of the railway station) will be required to make a financial contribution towards step free access.
- H. Deliver new pedestrian and cycling connectivity through the site, linking Wood Street with Stocksfield Road.
- I. Deliver enhanced greening and biodiversity throughout and, where possible, around the site, including through the provision of tree planting, new green space, and green roofs.
- J. Retain and enhance significant and/or mature trees by incorporating them into the layout and landscape design, and suitably protecting them during construction and operation. This includes root protection as well as crown growth in proximity to buildings over the tree's natural lifespan.
- K. Provide a development design that focuses on ensuring the proposed buildings, landscaping and infrastructure layout maximise on site green spaces and minimise access to Epping Forest SAC.
- L. Undertake a project level Habitats Regulations Assessment (HRA) setting out details of the proposed measures that would mitigate for urban effects to ensure no adverse impact on the Epping Forest Special Area of Conservation (SAC). This is required as the site is located within 400m of the Epping Forest SAC.
- M. Implement waste management measures for the site in accordance with the borough's Waste and Recycling Guidance for Developments strategy and the Exemplar Design Supplementary Planning Document (SPD), or any updates to these documents.

Wood Street Station and Travis Perkins (R19017) - Placemaking Plan



Please read in conjunction with the 'Placemaking Plan Key', which can be found at the end of the document.

Brandon Road Car Park (R19019)



Please read in conjunction with the 'Site Boundary and Constraints Plan Key', which can be found at the end of the document.

Address:	Brandon Road, Walthamstow, London E17 3TJ		
Previous site reference:	SA43	Ward:	Wood Street
Site Size (Ha):	0.08	Ownership:	Public
Consent Status:	None	Planning Reference(s):	N/A
Planning Designations:	Wood Street Strategic Location; Wood Street District Centre; AQMA; CDA.		

Brandon Road Car Park (R19019) - Site Allocation

Site Allocation

A. Provide new homes, and new and enhanced public realm with biodiverse landscaping.

Indicative Capacities

B. 20 homes

Potential Delivery Timescale

C. Development of the site is expected to be completed in

2020-2025	2025-2030	2030-2035
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Character-led Intensification Approach

D. Transition

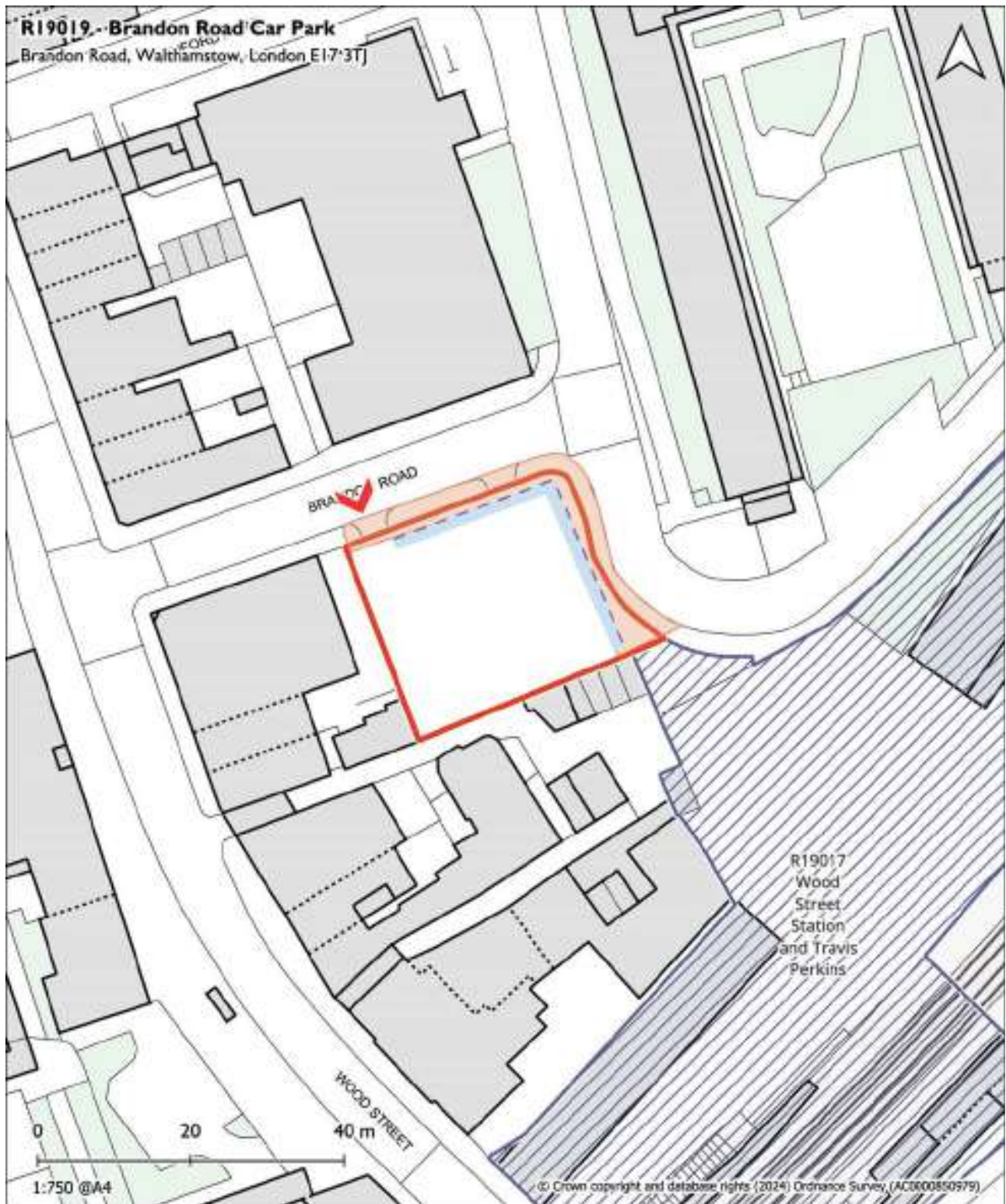
Brandon Road Car Park (R19019) - Site Requirements

In order to secure planning permission, development proposals will be expected to:

- A. Optimise the capacity of the site to deliver approximately 20 high quality, accessible, sustainable homes, including affordable housing.
- B. Provide well designed active ground-floor frontage onto Brandon Road and Stocksfield Road, ensuring that this relates positively to the surrounding context and maximises natural surveillance to ensure community safety for all.
- C. Enhance the existing public realm on Brandon Road and Stocksfield Road to deliver a pedestrian-focused environment which is safe and accessible to all. Proposals should consider how the existing landscaping could be reprovided and enhanced in support of the new uses.
- D. Deliver new and enhanced greening and biodiversity throughout and around the site, including through the provision of tree planting, green spaces, and green roofs. The repurposing of the car park to provide alternative uses, including affordable housing and new public realm / green spaces, supports the borough’s Climate Action Plan.
- E. Deliver new cycle and pedestrian connectivity around the site, considering how this might integrate with potential development on the Wood Street Station and Travis Perkins site (R19017).

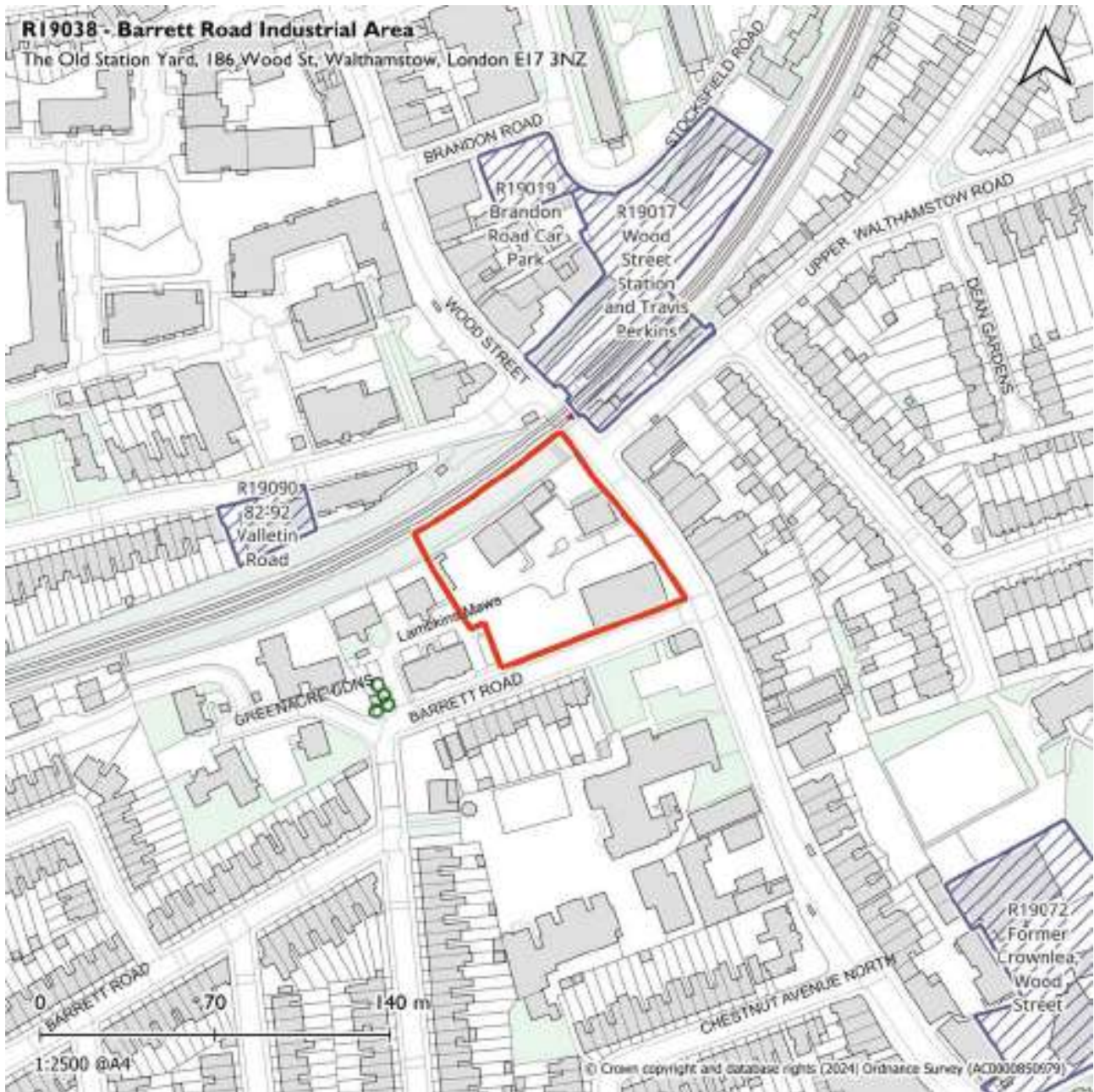
- F. Retain and enhance the mature tree on Brandon Road by incorporating it into the layout and landscape design, and suitably protecting them during construction and operation. This includes root protection as well as crown growth in proximity to buildings over the tree's natural lifespan.

Brandon Road Car Park (R19019) - Placemaking Plan



Please read in conjunction with the 'Placemaking Plan Key', which can be found at the end of the document.

Barrett Road Industrial Area (R19038)



Please read in conjunction with the 'Site Boundary and Constraints Plan Key', which can be found at the end of the document.

Address:	The Old Station Yard, 186 Wood St, Walthamstow, London E17 3NZ		
Previous site reference:	SA67	Ward:	Wood Street
Site Size (Ha):	0.54	Ownership:	
Consent Status:	None	Planning Reference(s):	N/A
Planning Designations:	Wood Street Strategic Location; LSIS; Locally Listed Building (adjacent); TPO (adjacent); SINC; AQMA; CDA.		

Barrett Road Industrial Area (R19038) - Site Allocation

Site Allocation

- A. Provide modern, flexible industrial uses, ensuring a net increase in overall industrial capacity, and enhanced public realm with biodiverse landscaping.

Indicative Capacities

- B. Minimum reprovision of 900 sqm of industrial floorspace, with potential to provide 2,900 sqm.

Potential Delivery Timescale

- C. Development of the site is expected to be completed in

2020-2030	2025-2030	2030-2035
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Character-led Intensification Approach

- D. Transition

Barrett Road Industrial Area (R19038) - Site Requirements

In order to secure planning permission, development proposals will be expected to

- A. Provide as a minimum the full replacement of existing industrial capacity with industrial floorspace uses that are acceptable in a Locally Significant Industrial Site (LSIS), and seek to provide an uplift in industrial capacity through the provision of multi-storey schemes and more efficient building typologies. Units should be supported by appropriate yard space, with consideration given to where this could be shared between multiple units and/or businesses. The reference capacity for reprovision is 900 sqm.
- B. Provide well designed active industrial ground-floor frontages onto Wood Street and Barrett Road to create a strong street presence and provide an industrial ‘shopfront’ on to Wood Street. Proposals should use design to establish a better definition between public and private realm, should avoid using hostile boundary treatments, and should maximise natural surveillance to ensure community safety.
- C. Deliver new and enhanced greening and biodiversity throughout and around the site, including through the provision of tree planting, green spaces, and green roofs.
- D. Enhance existing pedestrian and cycling connectivity along Wood Street and Barrett Road.

Barrett Road Industrial Area (R19038) - Placemaking Plan



Please read in conjunction with the 'Placemaking Plan Key', which can be found at the end of the document.

Central Waltham Forest - Other

Central Waltham Forest - Infrastructure Requirements

21.1 To ensure that growth is inclusive and sustainable, development must contribute to the delivery of key infrastructure in accordance with policy 96. This includes borough-wide infrastructure, such as affordable housing and workspace, tree planting and biodiversity, flood mitigation measures including Sustainable Drainage Systems (SuDS), and investment in educational facilities, cultural initiatives, and heritage assets. This list sets out the specific requirements identified to be delivered in Central Waltham Forest based on a snapshot of the Infrastructure Delivery Plan (IDP) at the time of drafting. It is very likely that much of it will serve communities outside Central Waltham Forest too, and it may therefore be necessary for development outside the Strategic Location to make appropriate contributions to its delivery.

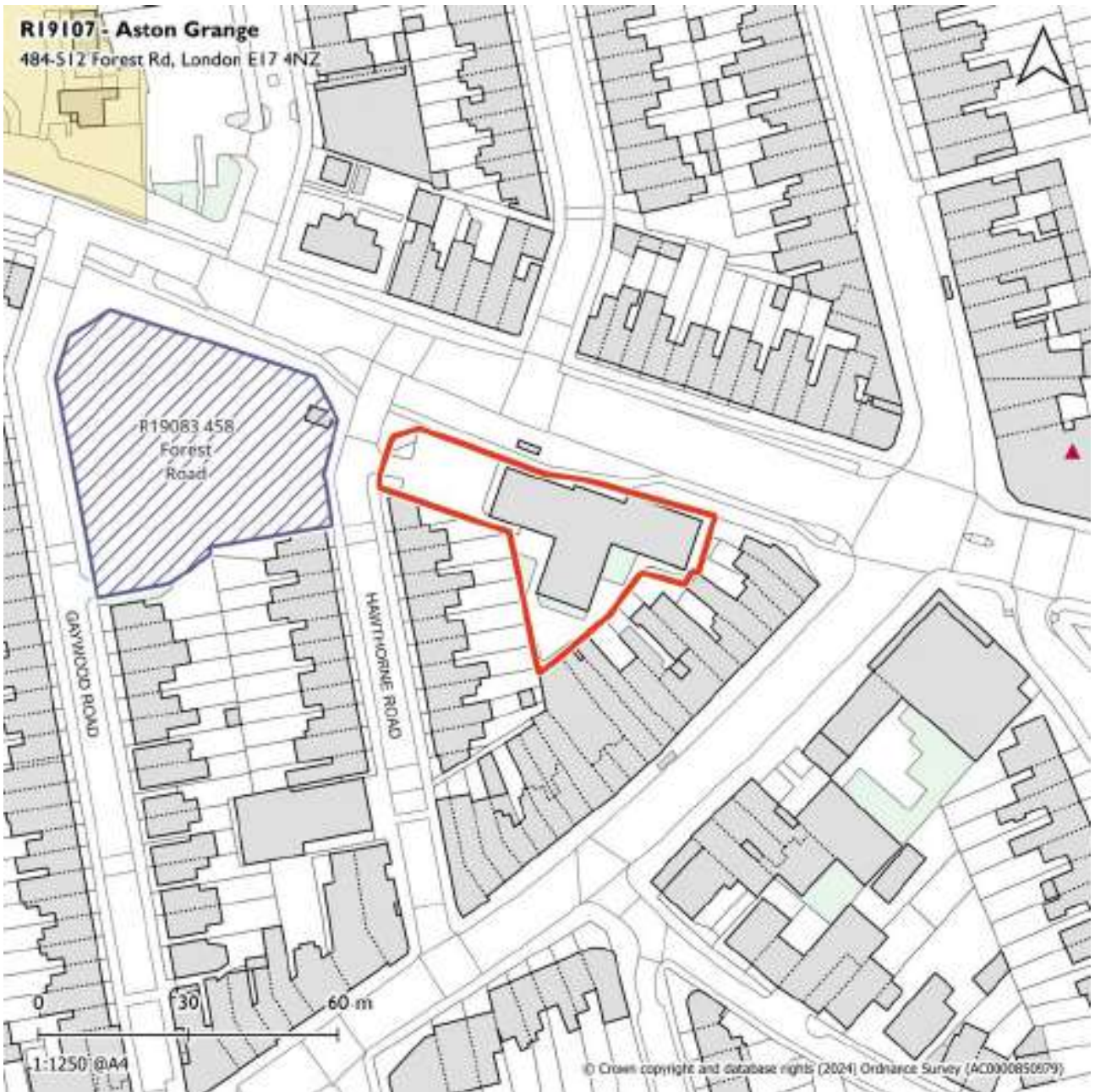
21.2 Development proposals within Central Waltham Forest will be expected to deliver or contribute towards the delivery of the following infrastructure items:

1. Culture	i. Improvements to Grade II listed William Morris Gallery, ensuring access to a broad range of people, culture and first class exhibitions, provision of events spaces and licensing opportunities.
2. Education	i. Development and expansion of early years' and childcare facilities in the area.
3. Employment and Social and Community Infrastructure	i. Provision of Decentralised Energy Networks (DENs) and heat pumps to mitigate impacts of the Climate Emergency. ii. Provision of youth spaces in local libraries in the centre of the borough as part of Welcome Hub project that supports residents at the earliest point within their neighbourhoods. iii. Enhancement of Higham Hill Community Hub through the replacement of the existing portacabin with a new, energy efficient building that increases capacity to host a diverse activities and services aimed at improving community cohesion.
4. Flood Mitigation	i. Provision of modular storage tanks under footway on Brooke Road for flood mitigation. ii. Provision of new linear rainwater garden along public footway adjacent to St Mary Primary School to reduce surface water flood risk. iii. Delivery of Greenway Avenue Community Flood Mitigation Scheme by reprofiling existing ditch and provision of detention basins and swales to manage water runoff in Upper Walthamstow.
5. Green and Blue Infrastructure	i. Improvements to Wingfield Park and existing play area.

	<ul style="list-style-type: none"> ii. Protecting and enhancing Woodford New Road green corridor through tree planting, wildflower seeding to create improved wildlife corridor. iii. Extension of Stoneydown Park by incorporating the currently open piece of land adjacent to Blackhorse Road and new safety surfacing to existing play area
6. Health	<ul style="list-style-type: none"> i. Enhancement of clinic space at Change, Grow, Live (CGL), drug and alcohol service at Beulah Road.
7. Heritage	<ul style="list-style-type: none"> i. Enhancement of William Morris Gallery to protect and enhance Grade II listed building and ensure it meets modern standards of accessibility and internal comfort.
8. Public Realm	<ul style="list-style-type: none"> i. Delivery of Higham Hill and Lloyd Park Liveable Neighbourhood projects.
9. Suitable Alternative Natural Greenspaces (SANGs)	<ul style="list-style-type: none"> i. The SANGs sites identified as potentially providing visitor uplift capacity for new homes in Central Waltham Forest include: <ul style="list-style-type: none"> ● Douglas Eyre Playing Field ● Higham Hill Park ● Low Hall Wood and Sports Ground ● Stoneydown Park ● Wild Marsh ● Cheney Row Park and Folly Lane ● Triangle Town Square and Gardens ● Queens Road Cemetery ● Walthamstow/Leyton Marsh Nature Reserve ● Fellowship Square and Gardens ● Low Hall Farm ● St Mary's Church Yard ● Thomas Gamuel Park ● Town Square and Gardens
10. Transport	<ul style="list-style-type: none"> i. Delivery of Higham Hill and Lloyd Park Liveable Neighbourhood scheme to support Healthy Streets including low traffic neighbourhoods, improvements to key junctions on Blackhorse Lane and Billet Road, and protected cycle routes on Chingford Road. ii. Extend Primary Cycle Network between Woodford New Road and Snaresbrook Road junction.

	<ul style="list-style-type: none">iii. Provision of increased number of rapid Electric Vehicle (EV) charging points in the area. iv. Enhanced safe, green walking and cycling routes, and connectivity to local open spaces through the provision of signage and streetscape improvements.
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Aston Grange (R19107)



Please read in conjunction with the 'Site Boundary and Constraints Plan Key', which can be found at the end of the document.

Address:	484-512 Forest Rd, London E17 4NZ		
Previous site reference:	N/A	Ward:	William Morris
Site Size (Ha):	0.13	Ownership:	Private
Consent Status:	Consented	Planning Reference(s):	230623
Planning Designations:	AQFA; AQMA; CDA.		

Aston Grange (R19107) - Site Allocation

Site Allocation

A. Provide new homes, enhanced public realm with biodiverse landscaping.

Indicative Capacities

B. 65 homes

Potential Delivery Timescale

C. Development of the site is expected to be completed in

2020-2025	2025-2030	2030-2035
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Character-led Intensification Approach

D. Transition

Aston Grange (R19107) - Site Requirements

In order to secure planning permission, development proposals will be expected to

- A. Optimise the capacity of the site to deliver approximately 65 high quality, accessible, sustainable homes, including affordable housing.
- B. Ensure the closure of the care home on this site does not result in inadequate provision across the borough or result in the failure to meet local needs. Development should make a financial contribution to the strategic provision of care homes if necessary.
- C. Provide well designed active residential ground-floor frontage onto Forest Road, ensuring that this relates positively to the surrounding context and maximises natural surveillance to ensure community safety for all.
- D. Avoid harmful impacts on the sensitive edge associated with the residential uses that bound the site.
- E. Enhance the existing public realm on Forest Road to deliver a pedestrian-focused environment which is green, safe and accessible to all.
- F. Enhance existing pedestrian and cycling connectivity along Forest Road, ensuring that the segregated cycle lane and the bus stop is maintained and kept safe and accessible to all throughout construction.
- G. Preserve or enhance the significance, setting and key views of the Lloyd Park Conservation Area and the nearby designated heritage assets, including the Grade II* listed William Morris House.

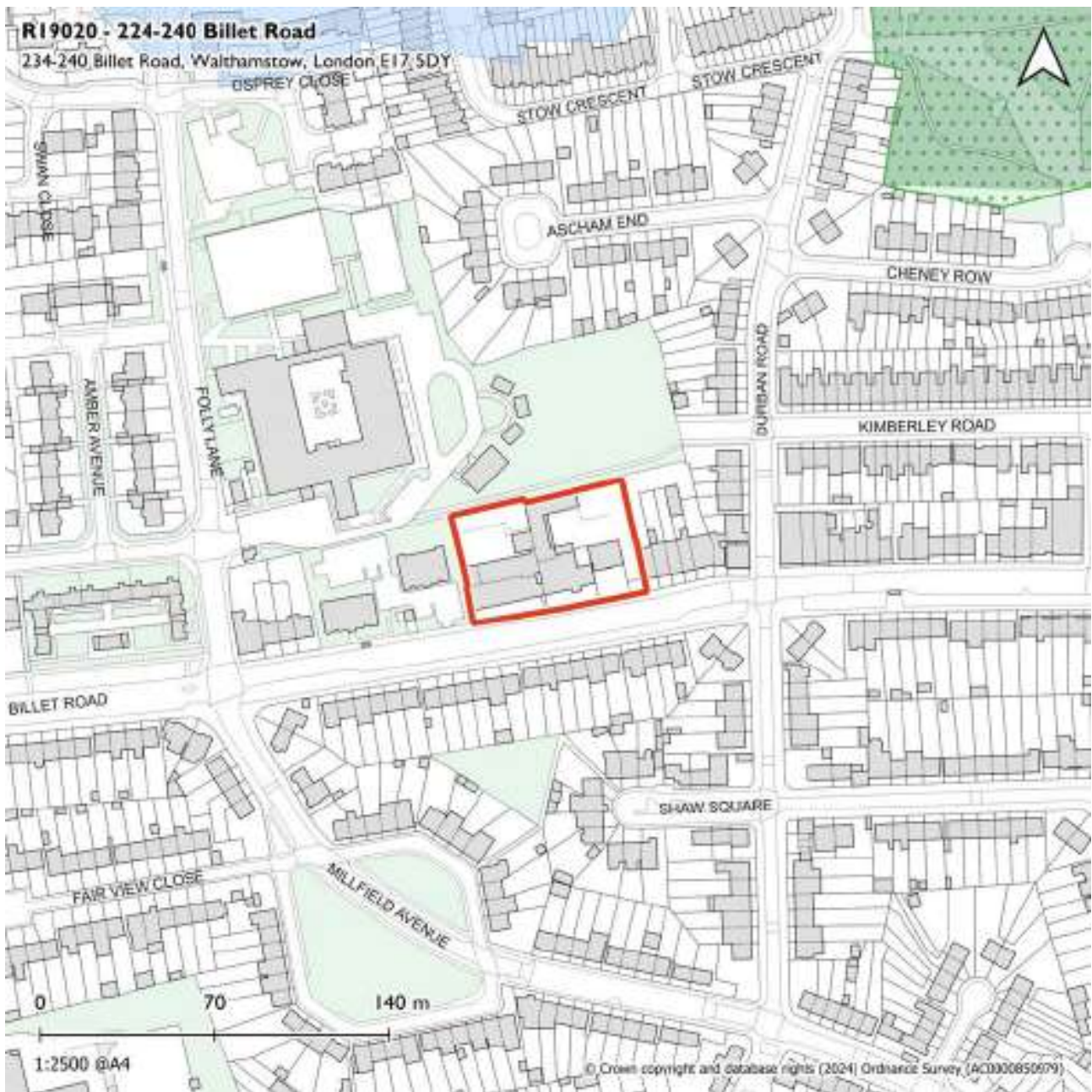
- H. Deliver new and enhanced greening and biodiversity throughout and around the site, including through the provision of tree planting, green spaces, and green roofs.
- I. Mitigate the impact of any localised poor air quality from Forest Road on the site through the appropriate design of the buildings, the correct use of appropriate building materials, and responsive landscaping design and ecological buffers. The redevelopment of this site in accordance with Local Plan Part 1 policies relating to car free development and better management of servicing and deliveries will reduce the number of car-based trips based on the previous car-generating use, contributing to improved air quality locally and across the borough as a whole.

Aston Grange (R19107) - Placemaking Plan



Please read in conjunction with the 'Placemaking Plan Key', which can be found at the end of the document.

224-240 Billet Road (R19020)



Please read in conjunction with the 'Site Boundary and Constraints Plan Key', which can be found at the end of the document.

Address:	234-240 Billet Road, Walthamstow, London E17 5DY		
Previous site reference:	SA45	Ward:	Higham Hill
Site Size (Ha):	0.32	Ownership:	Private
Consent Status:	Consented	Planning Reference(s):	222990
Planning Designations:	AQMA; CDA.		

224-240 Billet Road (R19020) - Site Allocation

Site Allocation

A. Provide new homes and enhanced public realm with biodiverse landscaping.

Indicative Capacities

B. 50 homes

Potential Delivery Timescale

C. Development of the site is expected to be completed in

2020-2025	2025-2030	2030-2035
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Character-led Intensification Approach

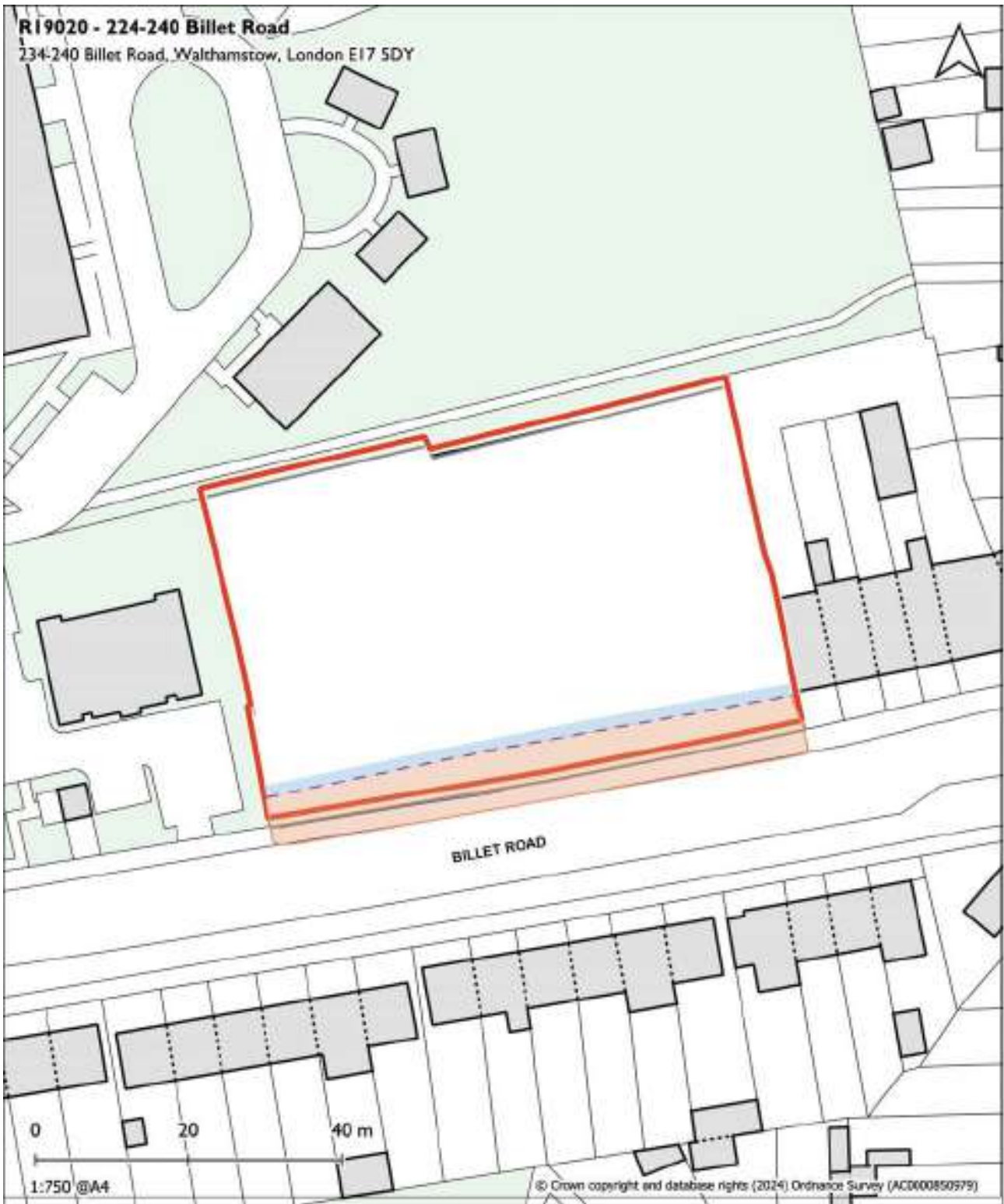
E. Transition

224-240 Billet Road (R19020) - Site Requirements

In order to secure planning permission, development proposals will be expected to

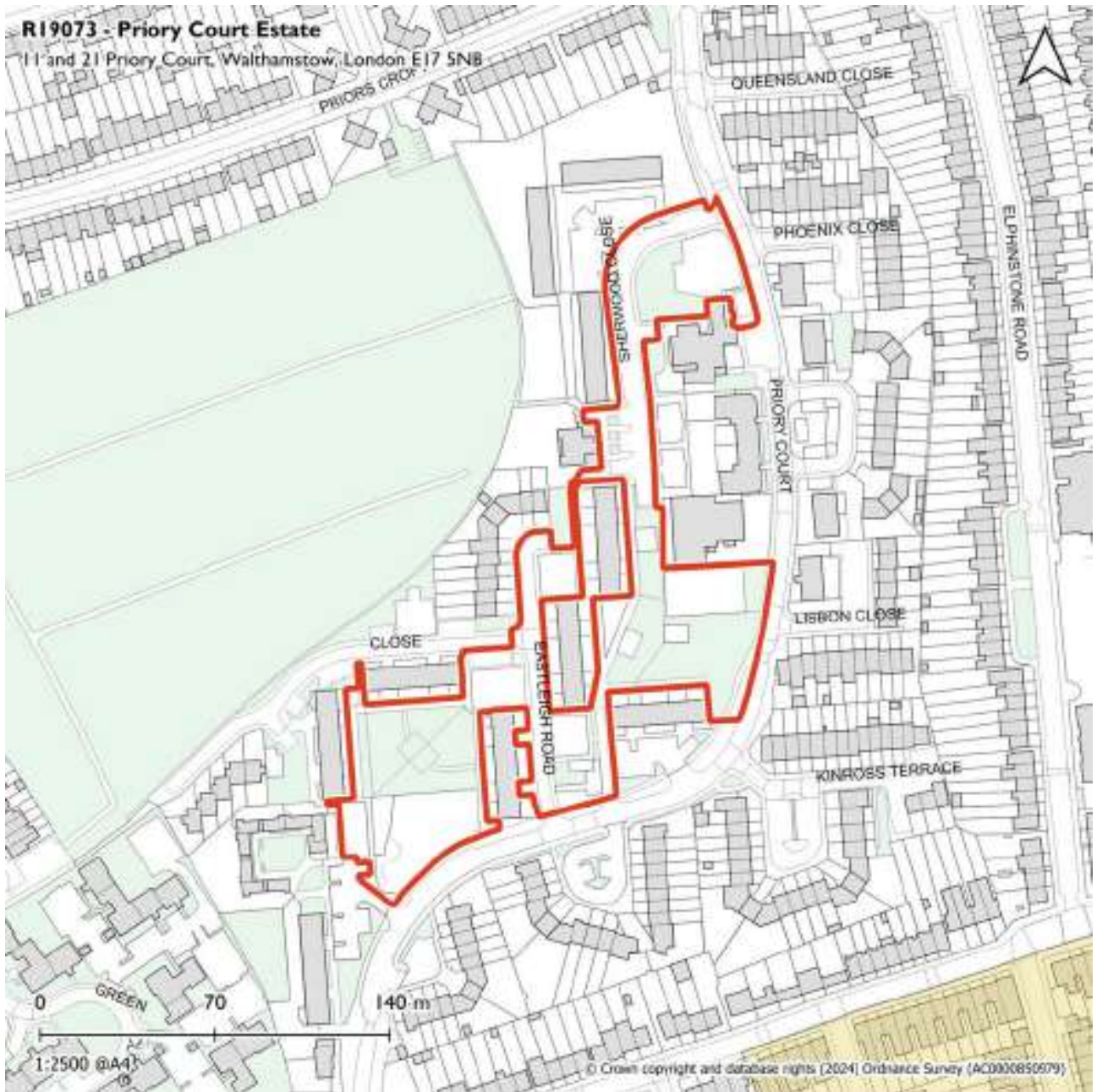
- A. Optimise the capacity of the site to deliver approximately 50 high quality, accessible, sustainable homes, including affordable housing
- B. Provide well designed active residential ground-floor frontage onto Billet Road, ensuring that this relates positively to the surrounding context and maximises natural surveillance to ensure community safety for all.
- C. Enhance the existing public realm on Billet Road to deliver a pedestrian-focused environment which is green, safe and accessible to all.
- D. Deliver new and enhanced greening and biodiversity throughout and around the site, including through the provision of tree planting, green spaces, and green roofs.
- E. Enhance existing pedestrian and cycling connectivity along Billet Road, ensuring that the segregated cycle lane is maintained and kept safe and accessible to all throughout construction.
- F. Mitigate the impact of any localised poor air quality from Billet Road on the site through the appropriate design and siting of the buildings, the correct use of appropriate building materials, and responsive landscaping design and ecological buffers. The redevelopment of this site in accordance with Local Plan Part 1 policies relating to car free development and better management of servicing and deliveries will reduce the number of car-based trips based on the previous car-generating use, contributing to improved air quality locally and across the borough as a whole.

224-240 Billet Road (R19020) - Placemaking Plan



Please read in conjunction with the 'Placemaking Plan Key', which can be found at the end of the document.

Priory Court Estate (R19073)



Please read in conjunction with the 'Site Boundary and Constraints Plan Key', which can be found at the end of the document.

Address:	11 and 21 Priory Court, Walthamstow, London E17 5NB		
Previous site reference:	SA44	Ward:	William Morris
Site Size (Ha):	1.39	Ownership:	Public
Consent Status:	Consented	Planning Reference(s):	230851
Planning Designations:	AQMA; CDA; Allotments (adjacent); Greenway (adjacent).		

Priory Court Estate (R19073) - Site Allocation

Site Allocation

- A. Reprovide, modernise and improve the Multi Use Games Area (MUGA) and play area, and provide new homes, new public realm and accessible, biodiverse green open spaces.

Indicative Capacities

- B. 85 homes

Potential Delivery Timescale

- C. Development of the site is expected to be completed in

2020-2025	2025-2030	2030-2035
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Character-led Intensification Approach

- D. Transition

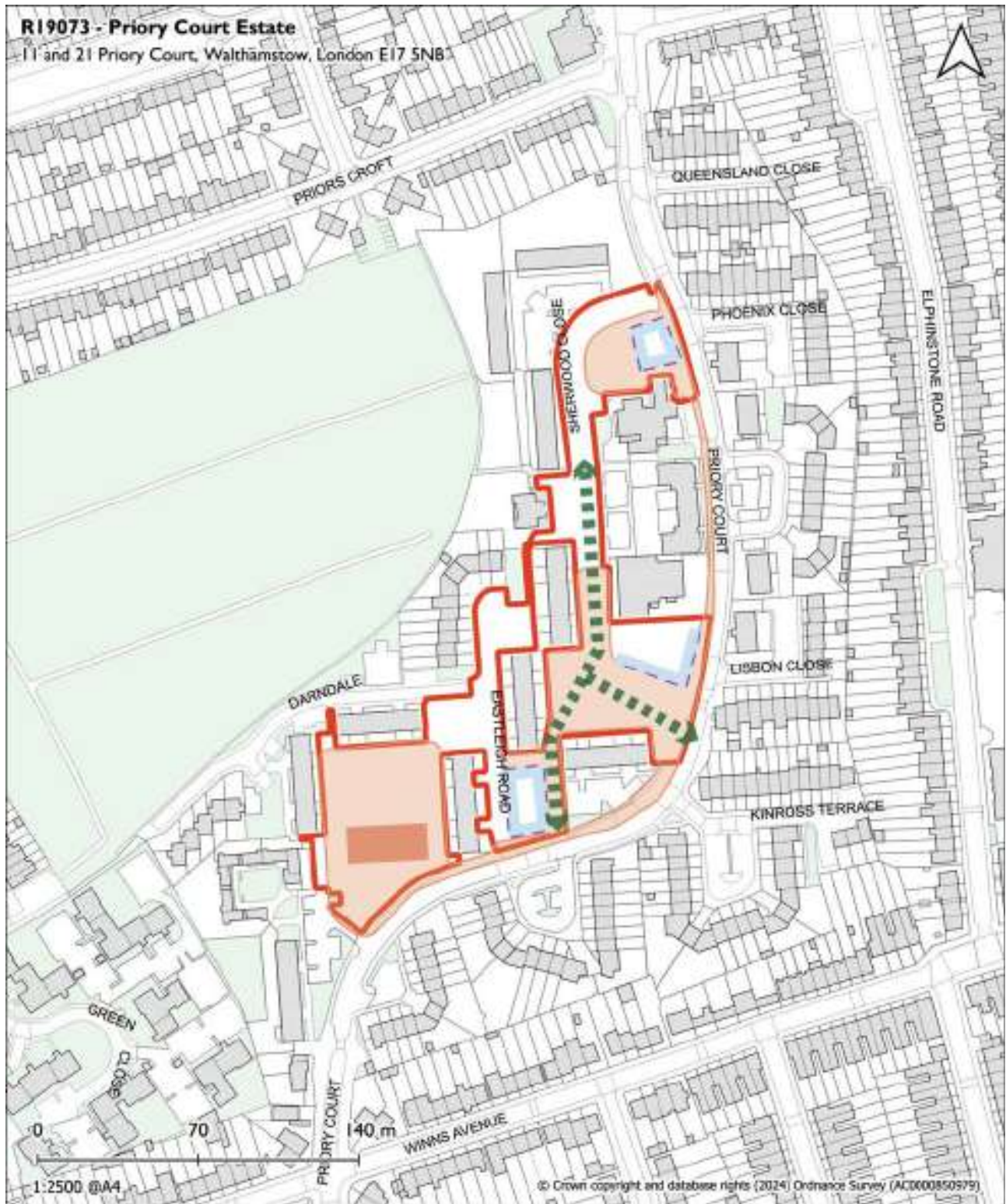
Priory Court Estate (R19073) - Site Requirements

In order to secure planning permission, development proposals will be expected to

- A. Optimise the capacity of the site to deliver approximately 85 high quality, accessible, sustainable homes, including affordable housing.
- B. Provide well designed active residential ground-floor frontage onto Priory Court and to routes through the site, ensuring this relates positively to the surrounding context and maximises natural surveillance to ensure community safety for all.
- C. Avoid harmful impacts on the sensitive edges associated with the residential uses in the estate.
- D. Enhance the existing public realm throughout the site to deliver a pedestrian-focused environment which is green, safe and accessible to all. Proposals must reprovide the existing Multi-Use Games Area (MUGA) and play space on site, ensuring that it is of an improved quality, incorporating modern facilities.
- E. Deliver new and enhanced greening and biodiversity throughout and around the site, including through the provision of tree planting, green spaces, and green roofs.
- F. Deliver new pedestrian connectivity through the site. This provision must be car free, and should incorporate seating, informal play opportunities, landscaping and lighting to establish it as a ‘play way’.

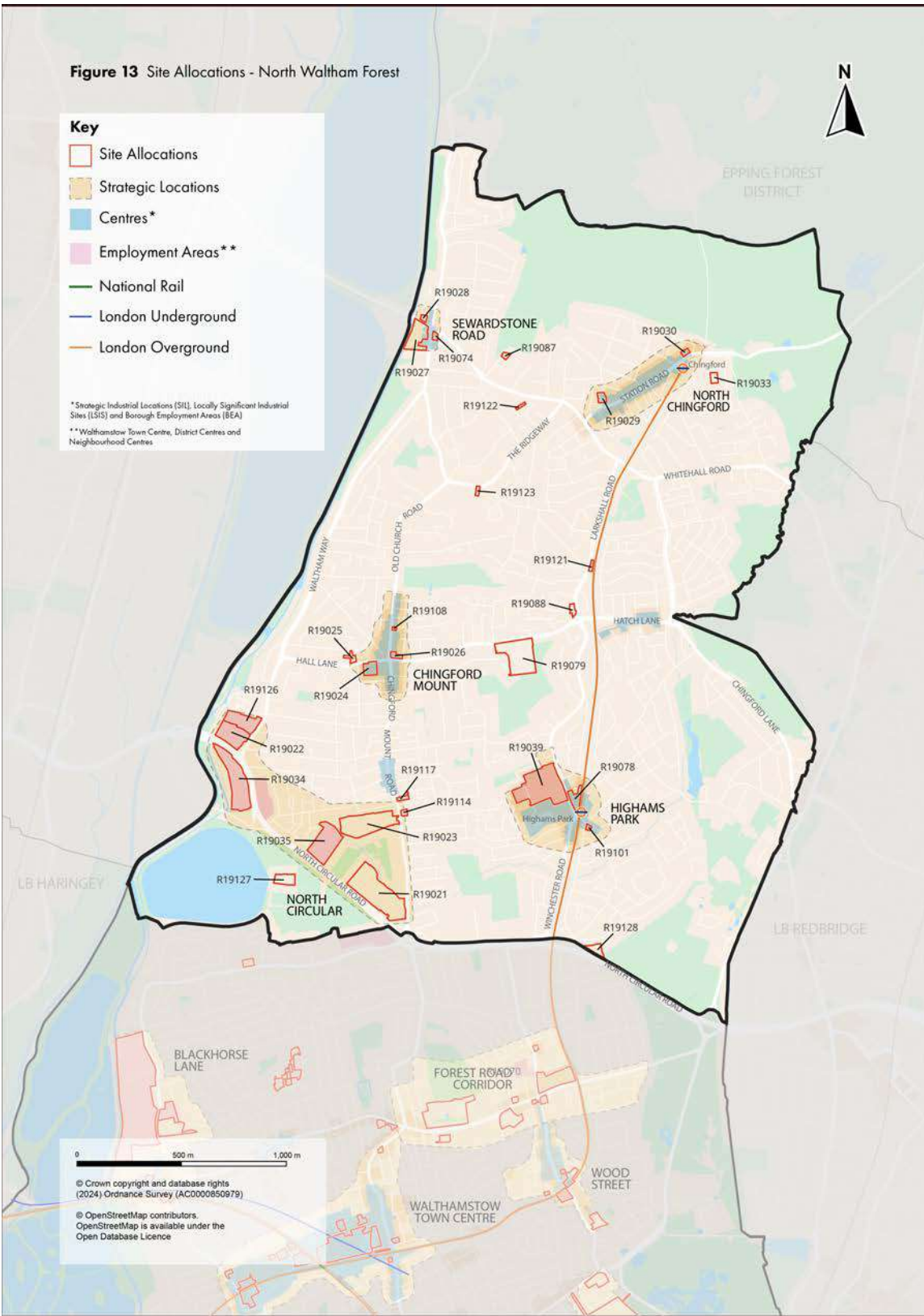
- G. Mitigate existing pluvial flood risk to the north of the site to achieve greenfield run off rates through appropriate design, including Sustainable Drainage Systems (SuDS) where appropriate. Development should also make efforts to reduce pluvial flood risk off site.

Priory Court Estate (R19073) - Placemaking Plan



Please read in conjunction with the 'Placemaking Plan Key', which can be found at the end of the document.

North Waltham Forest - Site Allocations



North Chingford

North Chingford Strategic Location - Infrastructure Requirements

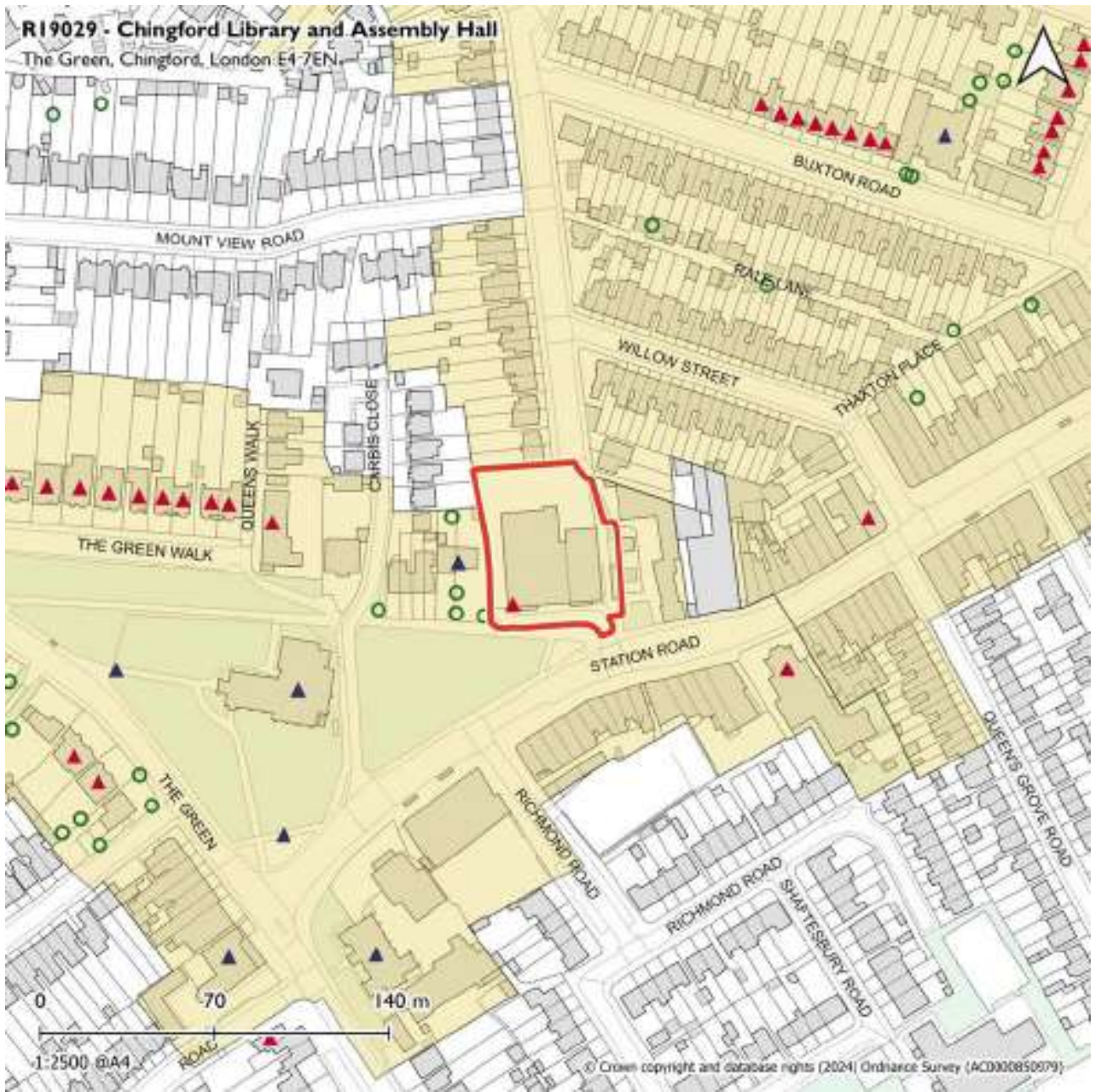
23.1 To ensure that growth is inclusive and sustainable, development must contribute to the delivery of key infrastructure in accordance with policy 96. This includes borough-wide infrastructure, such as affordable housing and workspace, tree planting and biodiversity, flood mitigation measures including Sustainable Drainage Systems (SuDS), and investment in educational facilities, cultural initiatives, and heritage assets. This list sets out the specific requirements identified to be delivered in North Chingford Strategic Location based on a snapshot of the Infrastructure Delivery Plan (IDP) at the time of drafting. It is very likely that much of it will serve communities outside the Strategic Location too, and it may therefore be necessary for development outside the Strategic Location to make appropriate contributions to its delivery.

23.2 Development proposals within the North Chingford Strategic Location will be expected to deliver or contribute towards the delivery of the following infrastructure items:

<p>1. Employment and Social and Community Infrastructure</p>	<p>i. Reprovision of the North Chingford library and flexible community and cultural uses to support North Chingford District Centre.</p>
<p>2. Heritage</p>	<p>i. Repairs to the Grade II* listed SS Peter & Paul Church at Chingford Green to improve the roof and add new stone dressings.</p> <p>ii. Enhancements to the Chingford Station Road Conservation Area, to preserve and enhance the special character of the area. These might include public realm improvements, shopfront enhancements and reintroduction of traditional styles, new traditional style street furniture, and new planting.</p>
<p>3. Public Realm</p>	<p>i. Enhancements to and around Chingford Green.</p> <p>ii. Provision of new accessible entrance to Chingford Library.</p> <p>iii. Public realm enhancements along Station Road corridor including wayfinding and lighting, and a more cohesive overall approach, utilising materials and street furniture appropriate for the Chingford the Station Road Conservation Area.</p>
<p>4. Suitable Alternative Natural Greenspaces (SANGs)</p>	<p>i. The SANGs sites identified as potentially providing visitor uplift capacity for new homes in the North Chingford Strategic Location include:</p> <ul style="list-style-type: none"> ● Chingford Green / St Peter and St Paul Church ● Chingford Rugby club ● Pimp Hall Park ● Policeman's Alley / Organ Lane ● Ridgeway Park

	<ul style="list-style-type: none"> ● Chingford Mount Cemetery ● Mansfield Park ● Lee Valley Link
<p>5. Transport</p>	<ul style="list-style-type: none"> i. Highway and streetscape improvements to the area around Chingford station including seating, cycle parking and signage establishing a gateway to Epping Forest. ii. Sustainable transport improvements on Station Road corridor. iii. Creation of transport link to the neighbouring largescale regeneration and infrastructure projects at the adjoining Meridian Water.

Chingford Library and Assembly Hall (R19029)



Please read in conjunction with the 'Site Boundary and Constraints Plan Key', which can be found at the end of the document.

Address:	The Green, Chingford, London E4 7EN		
Previous site reference:	SA56	Ward:	Chingford Green
Site Size (Ha):	0.32	Ownership:	Public
Consent Status:	None	Planning Reference(s):	N/A
Planning Designations:	North Chingford Strategic Location; North Chingford District Centre; Listed Building (adjacent); Conservation Area; Locally Listed Building; APA; TPO (adjacent); EFSAC (400m); AQMA.		

Chingford Library and Assembly Hall (R19029) - Site Allocation

Site Allocation

- A. Reprovide the library and provide flexible community/cultural uses, new homes, new and enhanced public realm and accessible, biodiverse green open spaces.

Indicative Capacities

- B. 30 homes
- C. 1,100 sqm non-residential uses

Potential Delivery Timescale

- D. Development of the site is expected to be completed in

2020-2025	2025-2030	2030-2035
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Character-led Intensification Approach

- E. Reinforcement

Chingford Library and Assembly Hall (R19029) - Site Requirements

In order to secure planning permission, development proposals will be expected to

- A. Optimise the capacity of the site to deliver approximately 30 high quality, accessible, sustainable homes, including affordable housing.
- B. Provide non-residential floorspace, which is to include the reprovision of the library, an inclusive and accessible space for The Waltham Forest Archives and Local Studies Service, and flexible community facilities. A suitable and accessible alternative site for The Waltham Forest Archives and Local Studies Service must be secured in another location prior to any redevelopment if it is not provided on site. Ancillary uses, such as retail and/or a café, are also appropriate.
- C. Provide well designed active commercial and community ground-floor frontage onto Chingford Green and active residential ground-floor frontage fronting on to the pedestrian path to the east, ensuring that this relates positively to its heritage significance and the surrounding context, and maximises natural surveillance to ensure community safety for all.
- D. Avoid harmful impacts on the sensitive edges associated with the residential uses that bound the site.
- E. Create new high quality pedestrian-focused public realm at the entrance to the library which integrates sensitively with Chingford Green and is green, safe and accessible to all. The public space should celebrate the community facility.

- F. Enhance existing pedestrian and cycling connectivity along the northern side of Chingford Green Park.
- G. Preserve or enhance the significance, setting and key views of the Chingford Green and Station Road Conservation Areas and the heritage assets within them, including the Grade II listed Carbis Cottage, the Grade II* listed Church of Saint Peter and Paul. In particular, development will be expected to both step away from, and step down to Carbis Cottage. A green buffer on the western boundary would also help preserve the setting of Carbis Cottage.
- H. Deliver new and enhanced greening and biodiversity throughout and around the site, through the provision of tree planting, green spaces, and green roofs. Proposals should protect and enhance the neighbouring pocket park.
- I. Retain and enhance trees with Tree Protection Orders (TPOs) and significant and/or mature trees by incorporating them into the layout and landscape design, and suitably protecting them during construction and operation. This includes root protection as well as crown growth in proximity to buildings over the tree's natural lifespan.
- J. Provide a development design that focuses on ensuring the proposed buildings, landscaping and infrastructure layout maximise on site green spaces and minimise access to Epping Forest SAC.
- K. Undertake a project level Habitats Regulations Assessment (HRA) setting out details of the proposed measures that would mitigate for urban effects to ensure no adverse impact on the Epping Forest Special Area of Conservation (SAC). This is required as the site is located within 400m of the Epping Forest SAC.
- L. Implement waste management measures for the site in accordance with the borough's Waste and Recycling Guidance for Developments strategy and the Exemplar Design Supplementary Planning Document (SPD), or any updates to these documents.

Chingford Library and Assembly Hall (R19029) - Placemaking Plan



Please read in conjunction with the 'Placemaking Plan Key', which can be found at the end of the document.

North City Autos (R19030/SA57)



Please read in conjunction with the 'Site Boundary and Constraints Plan Key', which can be found at the end of the document.

Address:	174-180 Station Road, Chingford, London E4 6AN		
Previous site reference:	SA57	Ward:	Chingford Green
Site Size (Ha):	0.17	Ownership:	Private
Consent Status:	None	Planning Reference(s):	N/A
Planning Designations:	North Chingford Strategic Location; North Chingford District Centre; Conservation Area; Locally Listed Building (adjacent); TPO (adjacent); EFSAC (400m); AQMA.		

North City Autos (R19030) - Site Allocation

Site Allocation

- A. Provide new homes, town centre uses, and enhanced public realm with biodiverse landscaping.

Indicative Capacities

- B. 15 homes
- C. 595 sqm town centre uses

Potential Delivery Timescale

- D. Development of the site is expected to be completed in

2020-2025	2025-2030	2030-2035
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Character-led Intensification Approach

- E. Reinforcement

North City Autos (R19030) - Site Requirements

In order to secure planning permission, development proposals will be expected to

- A. Optimise the capacity of the site to deliver approximately 15 high quality, accessible, sustainable homes, including affordable housing.
- B. Provide town centre uses on site that enhance and complement the North Chingford District Centre’s existing offer. The quantum of uses should be informed through the detailed design process and an assessment of need should be made at the application stage, including through reference to vacancy rates within the designated centre.
- C. Provide well designed active commercial ground-floor frontage onto Station Road, ensuring that this relates positively to the surrounding context and maximises natural surveillance to ensure community safety for all.
- D. Preserve or enhance the significance, setting and key views of the Station Road Conservation Area and the heritage assets within it. In particular development should respond to the historic building line along Station Road and consider traditional style commercial frontages at ground floor.
- E. Enhance the existing public realm on Station Road to deliver a pedestrian-focused environment which is green, safe and accessible to all.
- F. Enhance existing pedestrian and cycling connectivity along Station Road.

- G. Avoid harmful impacts on the sensitive edges associated with the residential uses that bound the site.
- H. Provide safe, well defined and well managed servicing and delivery access to the site from Station Road.
- I. Deliver new and enhanced greening and biodiversity throughout and around the site, including through the provision of tree planting, green spaces, and green roofs.
- J. Provide a development design that focuses on ensuring the proposed buildings, landscaping and infrastructure layout maximise on site green spaces and minimise access to Epping Forest SAC.
- K. Undertake a project level Habitats Regulations Assessment (HRA) setting out details of the proposed measures that would mitigate for urban effects to ensure no adverse impact on the Epping Forest Special Area of Conservation (SAC). This is required as the site is located within 400m of the Epping Forest SAC.
- L. Implement waste management measures for the site in accordance with the borough's Waste and Recycling Guidance for Developments strategy and the Exemplar Design Supplementary Planning Document (SPD), or any updates to these documents.
- M. Mitigate the impact of any localised poor air quality from Station Road on the site through the appropriate design of the buildings, the correct use of appropriate building materials, and responsive landscaping design and ecological buffers. The redevelopment of this site in accordance with Local Plan Part 1 policies relating to car free development and better management of servicing and deliveries will reduce the number of car-based trips based on the previous car-generating use, contributing to improved air quality locally and across the borough as a whole.

North City Autos (R19030) - Placemaking Plan



Please read in conjunction with the 'Placemaking Plan Key', which can be found at the end of the document.

Chingford Mount

Chingford Mount Strategic Location - Infrastructure Requirements

24.1 To ensure that growth is inclusive and sustainable, development must contribute to the delivery of key infrastructure in accordance with policy 96. This includes borough-wide infrastructure, such as affordable housing and workspace, tree planting and biodiversity, flood mitigation measures including Sustainable Drainage Systems (SuDS), and investment in educational facilities, cultural initiatives, and heritage assets. This list sets out the specific requirements identified to be delivered in Chingford Mount Strategic Location based on a snapshot of the Infrastructure Delivery Plan (IDP) at the time of drafting. It is very likely that much of it will serve communities outside the Strategic Location too, and it may therefore be necessary for development outside the Strategic Location to make appropriate contributions to its delivery.

24.2 Development proposals within the Chingford Mount Strategic Location will be expected to deliver or contribute towards the delivery of the following infrastructure items:

1. Culture	i. Enhancements to public spaces in Chingford Mount including street art and wall murals to celebrate local community and culture.
2. Employment and Social and Community Infrastructure	i. Develop a new community hub focused on South Chingford District Centre. ii. Ensure the ongoing success of 228 Chingford Mount as a meanwhile community hub. iii. Ongoing engagement with local young people following on from Chingford Mount child friendly study.
3. Green and Blue Infrastructure	i. Improvements to Memorial Park including play facilities. ii. Enhanced links to Memorial Park through an improved park entrance and enhancements to the wider public realm along Chingford Mount Road. iii. Enhanced tree planting along Old Church Road to improve biodiversity. iv. Provision of new play area in Chase Lane Park including a skate park, a scooter play area and an outdoor gym.
4. Health	i. Enhancement or re-provision of existing health facilities in Chingford Mount.
5. Public Realm	i. Improvement and pedestrianisation of Albert Crescent. ii. Public realm and shopfront improvements along Old Church Road.
6. Suitable Alternative Natural Greenspaces (SANGs)	i. SANGs sites identified as potentially providing visitor uplift capacity for new homes in the Chingford Mount Strategic Location include:

	<ul style="list-style-type: none"> ● Ainslie Wood & Rolls Park Sports Ground ● Chase Lane Park ● Chingford Mount Cemetery ● Chingford Rugby Club ● Larks Wood ● Lee Valley Link ● Mansfield Park ● Policeman's Alley / Organ Lane ● Ridgeway Park ● River Ching Walk ● Banbury Reservoir ● Cheney Row Park and Folly Lane Triangle
<p>7. Transport</p>	<ul style="list-style-type: none"> i. Extend Primary Cycle Network from Forest Road to Chingford Mount Road. ii. Sustainable transport connectivity enhancements between Chingford Mount Road and Billet roundabout. iii. Sustainable transport connectivity enhancements between Meridian Water and Hall Lane, as part of the strategic cycle network. iv. Sustainable transport infrastructure that enhances linkages between Chingford Mount and Meridian Water station. v. Improvements to local bus reliability and journey times.

Albert Corner (R19026)



Please read in conjunction with the 'Site Boundary and Constraints Plan Key', which can be found at the end of the document.

Address:	1-7 Old Church Road, Chingford Mount, London E4 6SJ		
Previous site reference:	SA51	Ward:	Larkwood
Site Size (Ha):	0.23	Ownership:	Private
Consent Status:	None	Planning Reference(s):	N/A
Planning Designations:	Chingford Mount Strategic Location; South Chingford District Centre; PSA; Locally Listed Building (adjacent); AQMA; CDA.		

Albert Corner (R19026) - Site Allocation

Site Allocation

- A. Reprovide retail and workspace and provide new homes, other town centre uses, and enhanced public realm with biodiverse landscaping.

Indicative Capacities

- B. 90 homes
- C. 1,400 sqm town centre uses

Potential Delivery Timescale

- D. Development of the site is expected to be completed in

2020-2025	2025-2030	2030-2035
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Character-led Intensification Approach

- E. Transition

Albert Corner (R19026) - Site Requirements

In order to secure planning permission, development proposals will be expected to

- A. Optimise the capacity of the site to deliver approximately 90 high quality, accessible, sustainable homes, including affordable housing.
- B. Reprovide convenience retail and employment uses alongside other main town centre uses that enhance the South Chingford District Centre’s existing offer. Uses that are considered to be particularly suitable for this site include office uses, such as co-working space, food and beverage uses, and comparison retail. The quantum of uses should be informed through the detailed design process and an assessment of need should be made at the application stage, including through reference to vacancy rates within the designated centre.
- C. Develop a coordinated design-led approach to ensure the delivery of an architecturally coherent scheme across different landownerships, ensuring that the scheme achieves a good standard of amenity for existing and future users.
- D. Contribute to the improvement of Albert Crescent as a pedestrianised public space, which will incorporate new green amenity and play space. This should include highways alterations to improve pedestrian crossings and reduce dominance of buses and cars around Albert Crescent.

- E. Enhance the existing public realm at the junction of Hall Lane / New Road (A1009) and Old Church Road to deliver a pedestrian-focused environment which is green, safe and accessible to all.
- F. Deliver new and enhanced greening and biodiversity throughout and around the site, including through the provision of tree planting, green spaces, and green roofs.
- G. Provide well designed active commercial ground-floor frontage onto New Road and Old Church Road, ensuring that they relate positively to the surrounding context and maximises natural surveillance to ensure community safety for all.
- H. Avoid harmful impacts on the sensitive edges associated with the residential uses that bound the site.
- I. Mitigate the impact of any localised poor air quality from Old Church Road and Hall Lane / New Road on the site through the appropriate design and siting of the buildings, the correct use of appropriate building materials, and responsive landscaping design and ecological buffers. The redevelopment of this site in accordance with Local Plan Part 1 policies relating to car free development and better management of servicing and deliveries will reduce the number of car-based trips based on the previous car-generating use, contributing to improved air quality locally and across the borough as a whole.
- J. Mitigate existing pluvial flood risk to the east and west of the site to achieve greenfield run off rates through appropriate design, including Sustainable Drainage Systems (SuDS) where appropriate. Development should also make efforts to reduce pluvial flood risk off site.
- K. Provide a design that ensures the proposed buildings, landscaping, and infrastructure maximise on site green space and promote access and make financial contributions to existing or potential Suitable Alternative Natural Greenspaces (SANGs).
- L. Support the principles set out within the Chingford Mount Town Centre Framework (2021), or subsequent updates to this work.

Albert Corner (R19026) - Placemaking Plan



Please read in conjunction with the 'Placemaking Plan Key', which can be found at the end of the document.

Sainsbury's, Hall Lane (R19024)



Please read in conjunction with the 'Site Boundary and Constraints Plan Key', which can be found at the end of the document.

Address:	13 Hall Lane, Chingford, London E4 8HH		
Previous site reference:	SA49	Ward:	Valley
Site Size (Ha):	0.69	Ownership:	Mixed
Consent Status:	None	Planning Reference(s):	N/A
Planning Designations:	Chingford Mount Strategic Location; South Chingford District Centre; PSA; Locally Listed Building (adjacent); TPO (adjacent); AQMA; CDA; LNR (adjacent).		

Sainsbury's Hall Lane (R19024) - Site Allocation

Site Allocation

- A. Reprovide a suitably sized supermarket and provide new homes, community facilities, town centre uses, new and enhanced public realm and accessible, biodiverse green open spaces.

Indicative Capacities

- B. 90 homes
- C. Non-residential floorspace to be determined through detailed application

Potential Delivery Timescale

- D. Development of the site is expected to be completed in

2020-2025	2025-2030	2030-2035
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Character-led Intensification Approach

- E. Reinforcement

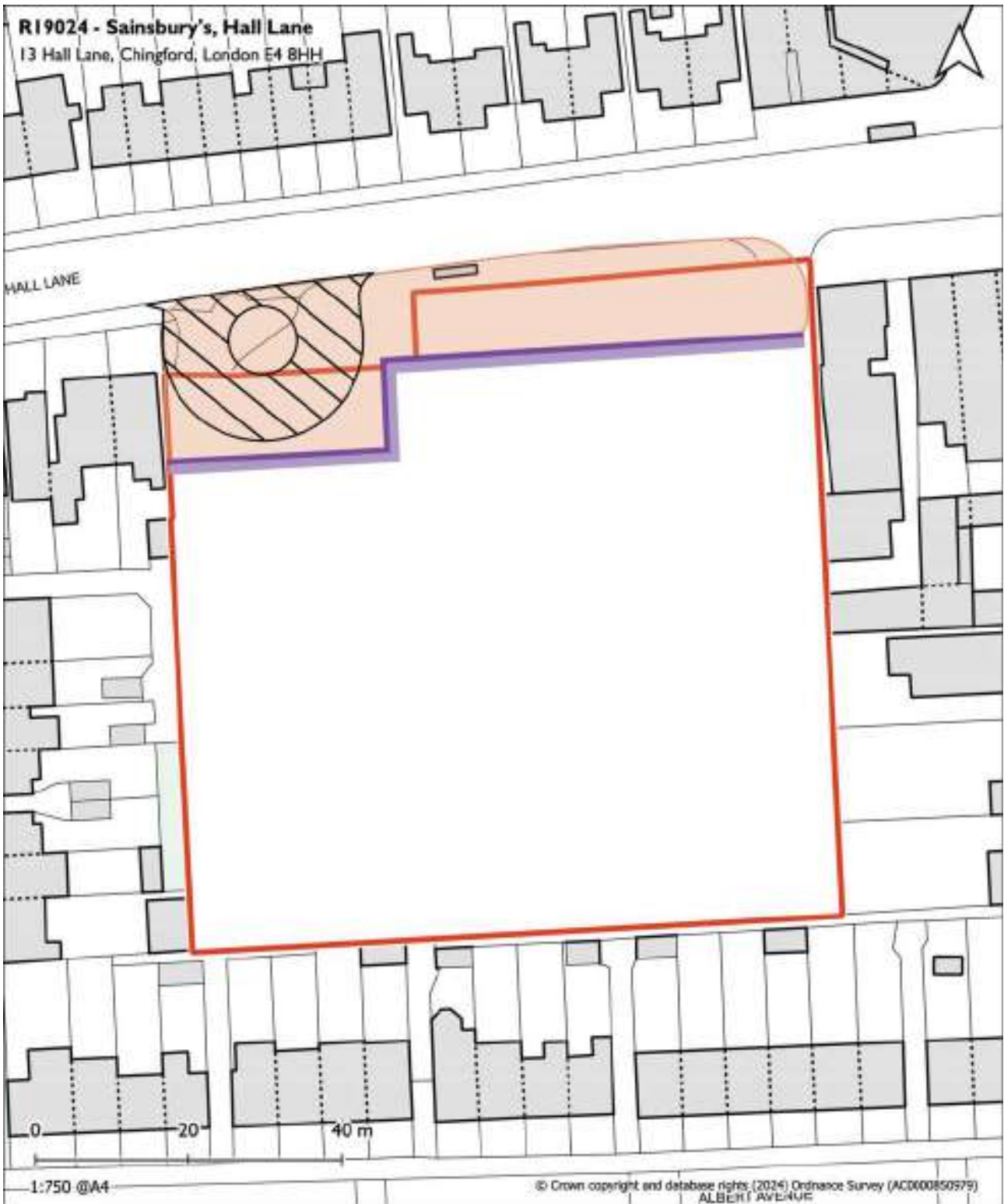
Sainsbury's, Hall Lane (R19026) - Site Requirements

In order to secure planning permission, development proposals will be expected to

- A. Optimise the capacity of the site to deliver approximately 90 high quality, accessible, sustainable homes, including affordable housing.
- B. Reprovide the supermarket on site, the format and size of which should be informed by the requirements of the owner or leaseholder at the time an application is submitted, subject to an assessment of local convenience retail needs and balanced against all other planning considerations, including the vision for the site and wider location. Development should take a phased approach to allow for the continuity of trade.
- C. Provide town centre uses on site that enhance and complement South Chingford District Centre’s existing offer. Uses that are considered particularly suitable for this site include community facilities, including a healthcare facility, comparison retail, and food and beverage uses. The quantum of uses should be informed through the detailed design process and an assessment of need should be made at the application stage, including through reference to vacancy rates within the designated centre.
- D. Provide well designed active commercial ground-floor frontage onto Hall Lane, ensuring that this relates positively to the surrounding context and maximises natural surveillance to ensure community safety for all.

- E. Avoid harmful impacts on the sensitive edges associated with the residential uses that bound the site.
- F. Provide safe, well defined and well managed servicing and delivery access to the western boundary of the site. Consideration should be given to the provision of space for vehicular turning in the west of the site.
- G. Enhance the existing public realm on Hall Lane to deliver a pedestrian-focused environment which is green, safe and accessible to all. The provision should consider how it can contribute to delivering the aspirations of the Child-Friendly Chingford programme.
- H. Deliver new and enhanced greening and biodiversity throughout and around the site, including through the provision of tree planting, green spaces, and green roofs.
- I. Enhance existing pedestrian and cycling connectivity along Hall Lane, with consideration of wider connectivity to Meridian Water.
- J. Deliver a new bus turning circle at the north-east corner of the site fronting Hall Lane in order to enable public realm enhancements and pedestrianisation of Albert Crescent.
- K. Mitigate the impact of any localised poor air quality from Hall Lane on the site through the appropriate design of the buildings, the correct use of appropriate building materials, and responsive landscaping design and ecological buffers. The redevelopment of this site in accordance with Local Plan Part 1 policies relating to car free development and better management of servicing and deliveries will reduce the number of car-based trips based on the previous car-generating use, contributing to improved air quality locally and across the borough as a whole.
- L. Mitigate existing pluvial flood risk to the south east corner of the site to achieve greenfield run off rates through appropriate design, including Sustainable Drainage Systems (SuDS) where appropriate. Development should also make efforts to reduce pluvial flood risk off site.
- M. Support the principles set out within the Chingford Mount Town Centre Framework (2021), or subsequent updates to this work.

Sainsbury's Hall Lane (R19024) - Placemaking Plan



Please read in conjunction with the 'Placemaking Plan Key', which can be found at the end of the document.

58 Hall Lane and the Marmion Centre (R19025)



Please read in conjunction with the 'Site Boundary and Constraints Plan Key', which can be found at the end of the document.

Address:	58 Hall Lane, Chingford, London E4 8EU		
Previous site reference:	SA50	Ward:	Valley
Site Size (Ha):	0.28	Ownership:	Public
Consent Status:	None	Planning Reference(s):	N/A
Planning Designations:	Chingford Mount Strategic Location; AQMA; CDA.		

58 Hall Lane and the Marmion Centre (R19025) - Site Allocation

Site Allocation

- A. Reprovide community facilities and provide new homes, new and enhanced public realm and accessible, biodiverse green open space

Indicative Capacities

- B. 25 homes
- C. 630 sqm community uses

Potential Delivery Timescale

- D. Development of the site is expected to be completed in

2020-2025	2025-2030	2030-2035
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Character-led Intensification Approach

- E. Reinforcement

58 Hall Lane and the Marmion Centre (R19025) - Site Requirements

In order to secure planning permission, development proposals will be expected to

- A. Optimise the capacity of the site to deliver approximately 25 high quality, accessible, sustainable homes, including affordable housing.
- B. Reprovide the community facilities to deliver facilities of an improved quality to contribute to meeting local community infrastructure needs.
- C. Provide well designed active community ground-floor frontage onto Hall Lane, ensuring that this relates positively to the surrounding context and maximises natural surveillance to ensure community safety for all.
- D. Avoid harmful impacts on the sensitive edges associated with the residential uses that bound the site.
- E. Enhance the existing public realm at the southern part of the site fronting Hall Lane to deliver a pedestrian-focused environment which is green, safe and accessible to all. The provision should incorporate informal play features in line with the aspirations of the Child-Friendly Chingford programme.
- F. Enhance existing pedestrian and cycling connectivity through the site linking Hall Lane with Marmion Avenue.

- G. Deliver enhanced greening and biodiversity throughout and, where possible, around the site, including enhancements to the existing open space to the east of the site.
- H. Retain and enhance significant and/or mature trees by incorporating them into the layout and landscape design, and suitably protecting them during construction and operation. This includes root protection as well as crown growth in proximity to buildings over the tree's natural lifespan.
- I. Mitigate the impact of any localised poor air quality from Hall Lane on the site through the appropriate design of the buildings, the correct use of appropriate building materials, and responsive landscaping design and ecological buffers. The redevelopment of this site in accordance with Local Plan Part 1 policies relating to car free development and better management of servicing and deliveries will reduce the number of car-based trips based on the previous car-generating use, contributing to improved air quality locally and across the borough as a whole.
- J. Mitigate existing pluvial flood risk to the east of the site to achieve greenfield run off rates through appropriate design, including Sustainable Drainage Systems (SuDS) where appropriate. Development should also make efforts to reduce pluvial flood risk off site.
- K. Support the principles set out within the Chingford Mount Town Centre Framework (2021), or subsequent updates to this work.

58 Hall Lane and the Marmion Centre (R19025) - Placemaking Plan



Please read in conjunction with the 'Placemaking Plan Key', which can be found at the end of the document.

Templeton Avenue (R19108)



Please read in conjunction with the 'Site Boundary and Constraints Plan Key', which can be found at the end of the document.

Address:	53 Old Church Road, Chingford, London, E4 6SJ		
Previous site reference:	N/A	Ward:	Larkwood
Site Size (Ha):	0.06	Ownership:	Private
Consent Status:	None	Planning Reference(s):	180439
Planning Designations:	PSA; AQMA; CDA.		

Templeton Avenue (R19108) - Site Allocation

Site Allocation

- A. Provide new homes, town centre uses and enhanced public realm with biodiverse landscaping.

Indicative Capacities

- B. 10 homes
- C. 280 sqm town centre uses

Potential Delivery Timescale

- D. Development of the site is expected to be completed in

2020-2025	2025-2030	2030-2035
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Character-led Intensification Approach

- E. Reinforcement

Templeton Avenue (R19108) - Site Requirements

In order to secure planning permission, development proposals will be expected to

- A. Optimise the capacity of the site to deliver approximately 10 high quality, accessible, sustainable homes, including affordable housing.
- B. Provide town centre uses on site that enhance and complement the South Chingford District Centre’s existing offer. Uses that are considered particularly suitable for this site include retail, professional services, and food and beverage. The quantum of uses should be informed through the detailed design process and an assessment of need should be made at the application stage, including through reference to vacancy rates within the designated centre.
- C. Provide well designed active commercial ground-floor frontage onto Old Church Road and an active residential ground-floor frontage onto Templeton Avenue, ensuring that these relate positively to the surrounding context and maximises natural surveillance to ensure community safety for all.
- D. Enhance the existing public realm onto Old Church Road to deliver a pedestrian-focused environment which is safe and accessible to all. The provision should consider how it can contribute to delivering the aspirations of the Child-Friendly Chingford programme.

- E. Deliver new and enhanced greening and biodiversity throughout and around the site, including through the provision of tree planting, green spaces, and green roofs.
- F. Avoid harmful impacts on the sensitive edges associated with the residential uses that bound the site.
- G. Mitigate the impact of any localised poor air quality from Old Church Road on the site through the appropriate design of the buildings, the correct use of appropriate building materials, and responsive landscaping design and ecological buffers. The redevelopment of this site in accordance with Local Plan Part 1 policies relating to car free development and better management of servicing and deliveries will reduce the number of car-based trips, contributing to improved air quality locally and across the borough as a whole.
- H. Mitigate existing pluvial flood risk to the west of the site to achieve greenfield run off rates through appropriate design, including Sustainable Drainage Systems (SuDS) where appropriate. Development should also make efforts to reduce pluvial flood risk off site.
- I. Support the principles set out within the Chingford Mount Town Centre Framework (2021), or subsequent updates to this work.

Site Name (R19108) - Placemaking Plan



Please read in conjunction with the 'Placemaking Plan Key', which can be found at the end of the document.

Highams Park

Highams Park Strategic Location - Infrastructure Requirements

25.1 To ensure that growth is inclusive and sustainable, development must contribute to the delivery of key infrastructure in accordance with policy 96. This includes borough-wide infrastructure, such as affordable housing and workspace, tree planting and biodiversity, flood mitigation measures including Sustainable Drainage Systems (SuDS), and investment in educational facilities, cultural initiatives, and heritage assets. This list sets out the specific requirements identified to be delivered in Highams Park Strategic Location based on a snapshot of the Infrastructure Delivery Plan (IDP) at the time of drafting. It is very likely that much of it will serve communities outside the Strategic Location too, and it may therefore be necessary for development outside the Strategic Location to make appropriate contributions to its delivery.

25.2 Development proposals within the Highams Park Strategic Location will be expected to deliver or contribute towards the delivery of the following infrastructure items:

1. Culture	i. Refurbishment of the locally listed Regal Cinema with two new screens and associated food and drink offer.
2. Green and Blue Infrastructure	i. Enhanced safe, green walking and cycling routes, and connectivity to local open spaces through the provision of signage and streetscape improvements.
3. Heritage	i. Refurbishment of locally listed Regal Cinema including retention and enhancement of historic façade and construction of two new cinema screens.
4. Public Realm	i. Public realm improvements such as repaving of Highams Park station forecourt and play space improvements at the Tesco play area. ii. Creation of an enhanced gateway to Highams Park station to create a safe, attractive, welcoming and inclusive space while retaining drop-off facilities. iii. New, green, safe and accessible pedestrian route between Aldriche Way Estate, Signal Walk (Tesco) as a more direct route to the town centre.
5. Suitable Alternative Natural Greenspaces (SANGs)	i. SANGs sites identified as potentially providing visitor uplift capacity for new homes in the Highams Park Strategic Location include: <ul style="list-style-type: none"> ● Ainslie Wood & Rolls Park Sports Ground ● Larks Wood ● Policeman's Alley / Organ Lane ● River Ching Walk

	<ul style="list-style-type: none"> ● The Highams Park ● Chingford Mount Cemetery ● Banbury Reservoir ● Cheney Row Park and Folly Lane Triangle
<p>6. Transport</p>	<ul style="list-style-type: none"> i. Improvements to Highams Park Overground Station forecourt and car park including landscaping to ensure safe and inclusive access. ii. Improved pedestrian and cycling access through Highams Park District Centre. iii. Investment in the strategic cycle route from Highams Park to Wood Street. iv. Improvements at the junction of Hale End Road, Handsworth Avenue and Beech Hall Road. v. Extension of Primary Cycle Network between Highams Park and Chingford connecting Walthamstow with the north of the borough Walthamstow.

472-510 Larkshall Road, James Yard and Shell Garage (R19078)



Please read in conjunction with the 'Site Boundary and Constraints Plan Key', which can be found at the end of the document.

Address:	472-510 Larkshall Road, James Yard and Shell Garage		
Previous site reference:	SA59 & SA60	Ward:	Hale End and Highams Park
Site Size (Ha):	0.78	Ownership:	Private
Consent Status:	Part consented	Planning Reference(s):	203040
Planning Designations:	Highams Park Strategic Location; Highams Park District Centre; PSA; Locally Listed Building (adjacent); TPO (adjacent); SINC; AQMA; CDA; HPNPA.		

472-510 Larkshall Road, James Yard and Shell Garage (R19078) - Site Allocation

Site Allocation

- A. Reprovide workspace and provide new homes, retail and other town centre uses, a new safe, accessible and step-free entrance to Highams Park Overground Station, new and enhanced public realm and accessible, biodiverse green open space.

Indicative Capacities

- B. 115 homes
- C. 1,630 sqm of town centre uses

Potential Delivery Timescale

- D. Development of the site is expected to be completed in

2020-2025	2025-2030	2030-2035
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Character-led Intensification Approach

- E. Transition

472-510 Larkshall Road, James Yard and Shell Garage (R19078) - Site Requirements

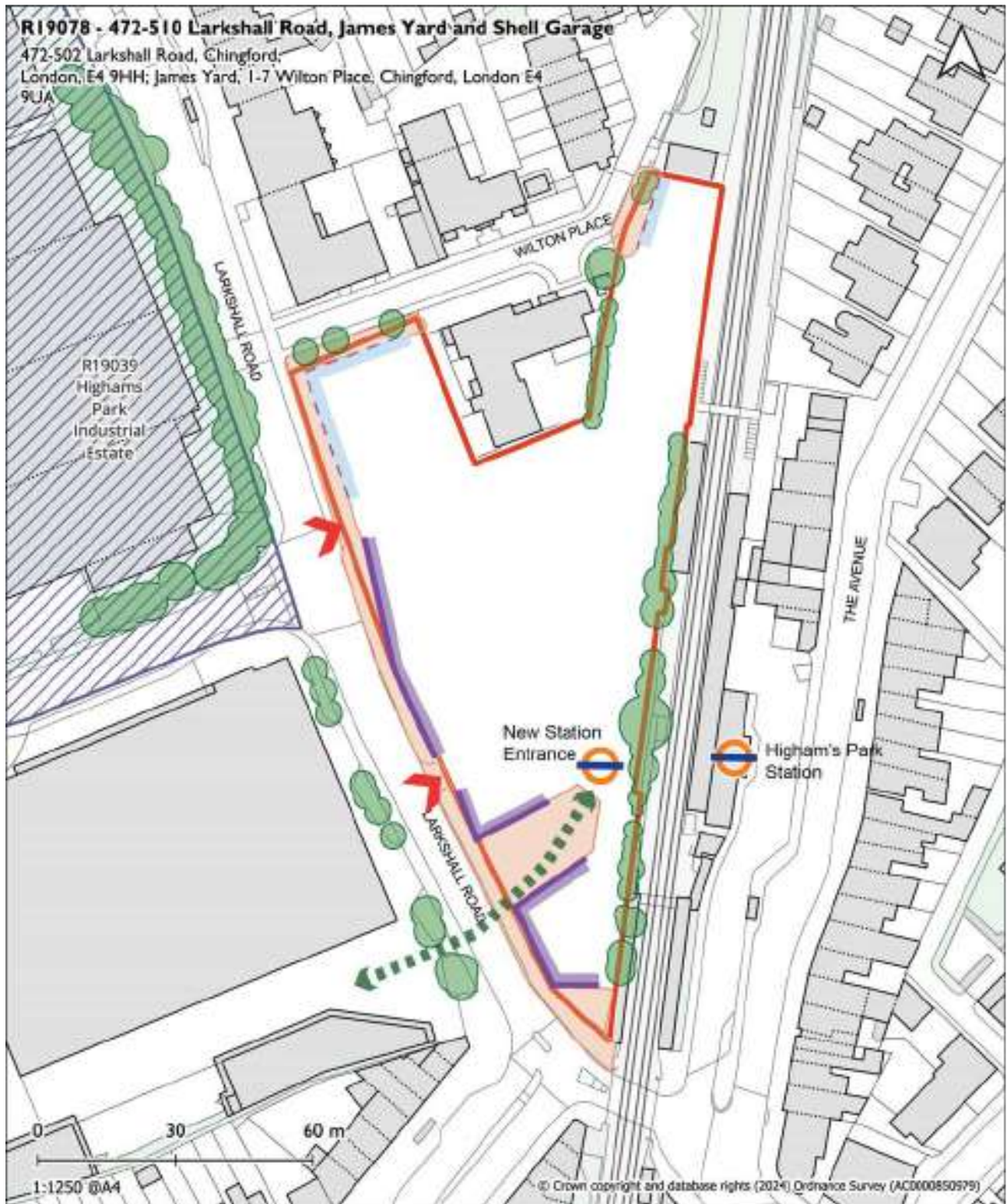
In order to secure planning permission, development proposals will be expected to

- A. Optimise the capacity of the site to deliver approximately 115 high quality, accessible, sustainable homes, including affordable housing.
- B. Reprovide workspace alongside other main town centre uses that enhance the Highams Park District Centre’s existing offer. Uses that are considered to be particularly suitable for this site include community facilities and food and beverage uses. The quantum of uses should be informed through the detailed design process and an assessment of need should be made at the application stage, including through reference to vacancy rates within the designated centre.
- C. Explore whether Build to Rent homes (meeting the London Plan and Local Plan Part 1 definitions), including affordable housing preferably for London Living Rent, are appropriate for this site or parts of this site. All Build to Rent development in the borough will be expected to explore the potential to offer affordable housing to local key workers.
- D. Provide a new entrance incorporating step-free access to Highams Park Overground Station.

- E. Create new high quality public realm at the new entrance to the station, which is green, safe and accessible to all. This should incorporate areas to sit, tree planting and landscaping, and should provide a sense of arrival to Highams Park District Centre.
- F. Secondary areas of new public realm should be created to the south of the site at the Larkshall Road crossing, as well as to the north of the site serving the commercial units.
- G. Enhance the existing public realm along Larkshall Road to deliver a pedestrian-focused environment which is green, safe and accessible to all. This should include new tree planting
- H. Deliver new and enhanced greening and biodiversity throughout and around the site, including through the provision of tree planting, green spaces, and green roofs.
- I. Provide well designed active commercial ground-floor frontage on Larkshall Road, and active residential ground-floor frontage on Wilton Place, ensuring that these relate positively to the surrounding context and maximises natural surveillance to ensure community safety for all.
- J. Provide safe, well defined and well managed servicing and delivery access to from James Yard.
- K. Demonstrate that there would be no adverse impact on the amenity of future occupiers from noise, vibrations or light associated with the continued effective operation of the railway. Proposals should consider how effective landscaping can contribute to this, whilst retaining a sufficient easement between the railway and any buildings to enable access for maintenance and servicing.
- L. Enhance existing pedestrian and cycling connectivity through the site to Highams Park Overground Station and along Larkshall Road, including consideration of improved crossing facilities.
- M. Retain and enhance significant and/or mature trees by incorporating them into the layout and landscape design, and suitably protecting them during construction and operation. This includes root protection as well as crown growth in proximity to buildings over the tree's natural lifespan.
- N. Design and site buildings and new green space to protect and enhance the integrity of the Chingford to Walthamstow Railsides Site of Importance for Nature Conservation (SINC) to the north and south of the site running along the railway line.
- O. Mitigate the impact of any localised poor air quality from Larkshall Road on the site through the appropriate design and siting of the buildings, the correct use of appropriate building materials, and responsive landscaping design and ecological buffers. The redevelopment of this site in accordance with Local Plan Part 1 policies relating to car free development and better management of servicing and deliveries will reduce the number of car-based trips based on the previous car-generating use, contributing to improved air quality locally and across the borough as a whole.

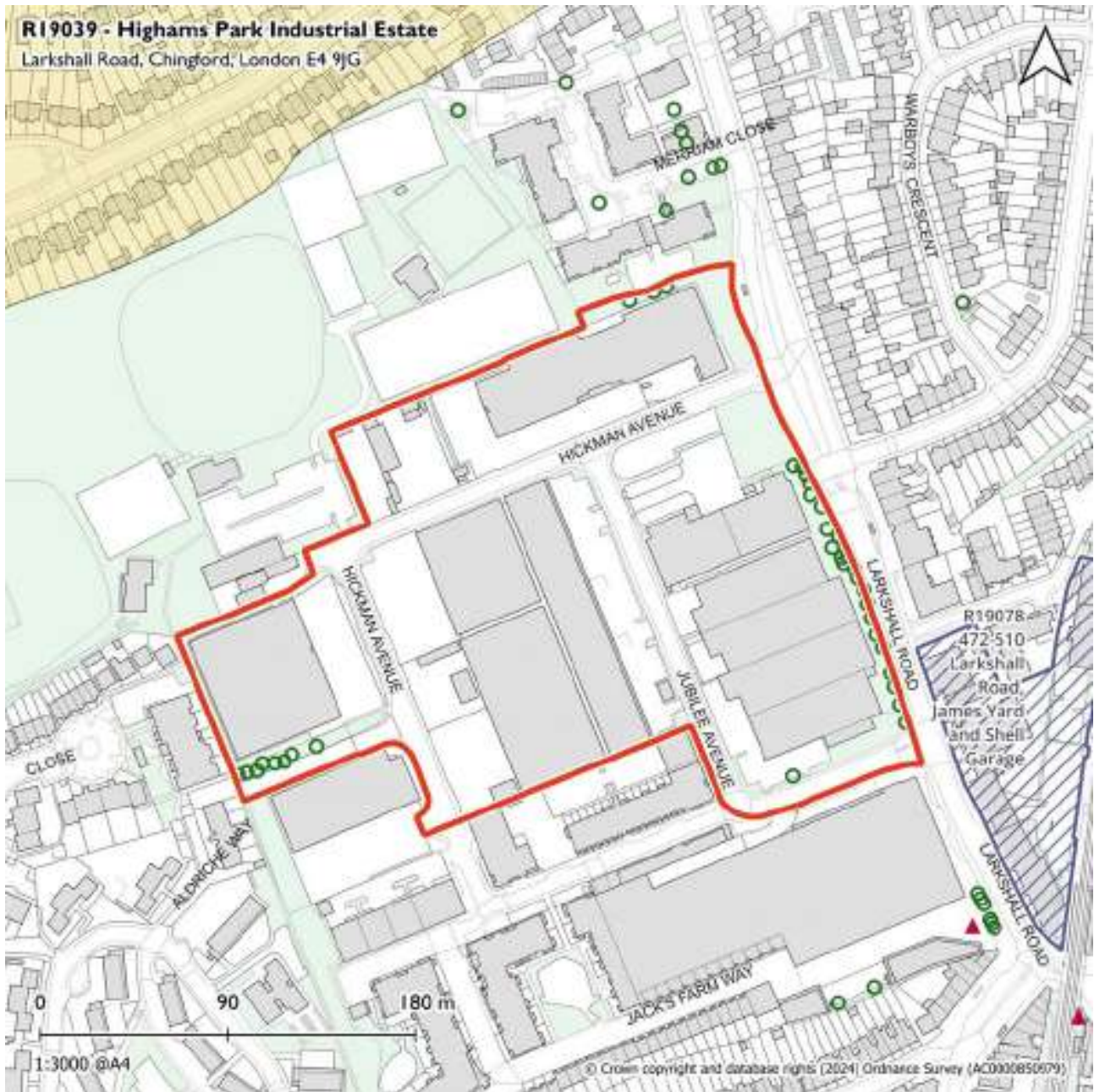
- P. Ensure that the overall integrity and efficacy of the adjacent Highams Park Industrial Estate Locally Significant Industrial Site (LSIS1), and the existing or potential industrial activities located within it are not compromised by development on the site, including the ability of industrial activities to operate on a 24-hour basis. This should be achieved through the layout and orientation of any proposals, including the location of public realm, as well as consideration of access, servicing, soundproofing and other design mitigation measures. The Agent of Change principle will be applied to protect the industrial function of the LSIS.
- Q. Support the principles of and ensure policy compliance with the Highams Park Neighbourhood Plan.

472-510 Larkshall Road, James Yard and Shell Garage (R19078) - Placemaking Plan



Please read in conjunction with the 'Placemaking Plan Key', which can be found at the end of the document.

Highams Park Industrial Estate (R19039)



Please read in conjunction with the 'Site Boundary and Constraints Plan Key', which can be found at the end of the document.

Address:	Larkshall Road, Chingford, London E4 9JG		
Previous site reference:	SA68	Ward:	Hale End and Highams Park
Site Size (Ha):	5.67	Ownership:	Private
Consent Status:	None	Planning Reference(s):	N/A
Planning Designations:	Highams Park Strategic Location; LSIS; TPO; AQMA; CDA; LNR (adjacent); Playing Fields (adjacent); HPNPA.		

Highams Park Industrial Estate (R19039) - Site Allocation

Site Allocation

- A. Provide modern, flexible industrial uses, ensuring a net increase in overall industrial capacity, new and enhanced public realm and accessible, biodiverse green open spaces, with the potential for the introduction of other uses subject to a two-stage industrial masterplan process.

Indicative Capacities

- B. Provide 400 new homes, subject to a two-stage industrial masterplan
- C. Minimum reprovision of 36,600 sqm of industrial floorspace, with potential to provide 52,400 sqm.

Potential Delivery Timescale

- D. Development of the site is expected to be completed in

2020-2025	2025-2030	2030-2035
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Character-led Intensification Approach

- E. Transition

Highams Park Industrial Estate (R19039) - Site Requirements

In order to secure planning permission, development proposals will be expected to

- A. Optimise the capacity of the site to deliver approximately 400 high quality, accessible, sustainable homes, including affordable housing, subject to a two-stage industrial masterplan.
- B. Provide as a minimum the full replacement of existing industrial capacity with industrial floorspace uses that are acceptable in a Locally Significant Industrial Site (LSIS) and seek to provide an uplift in industrial capacity through the provision of multi-storey schemes and more efficient building typologies. Units should be supported by appropriate yard space, with consideration given to where this could be shared between multiple units and/or businesses. The reference capacity for reprovision is 36,600 sqm, and industrial uses must be completed ahead of other uses in accordance with ‘industry first’ principles.
- C. Provide a Retention and Relocation strategy which sets out an approach to engagement with existing businesses and the provisions to be undertaken to either secure their retention on site within the redeveloped premises or for them to be accommodated within alternative suitable local premises.

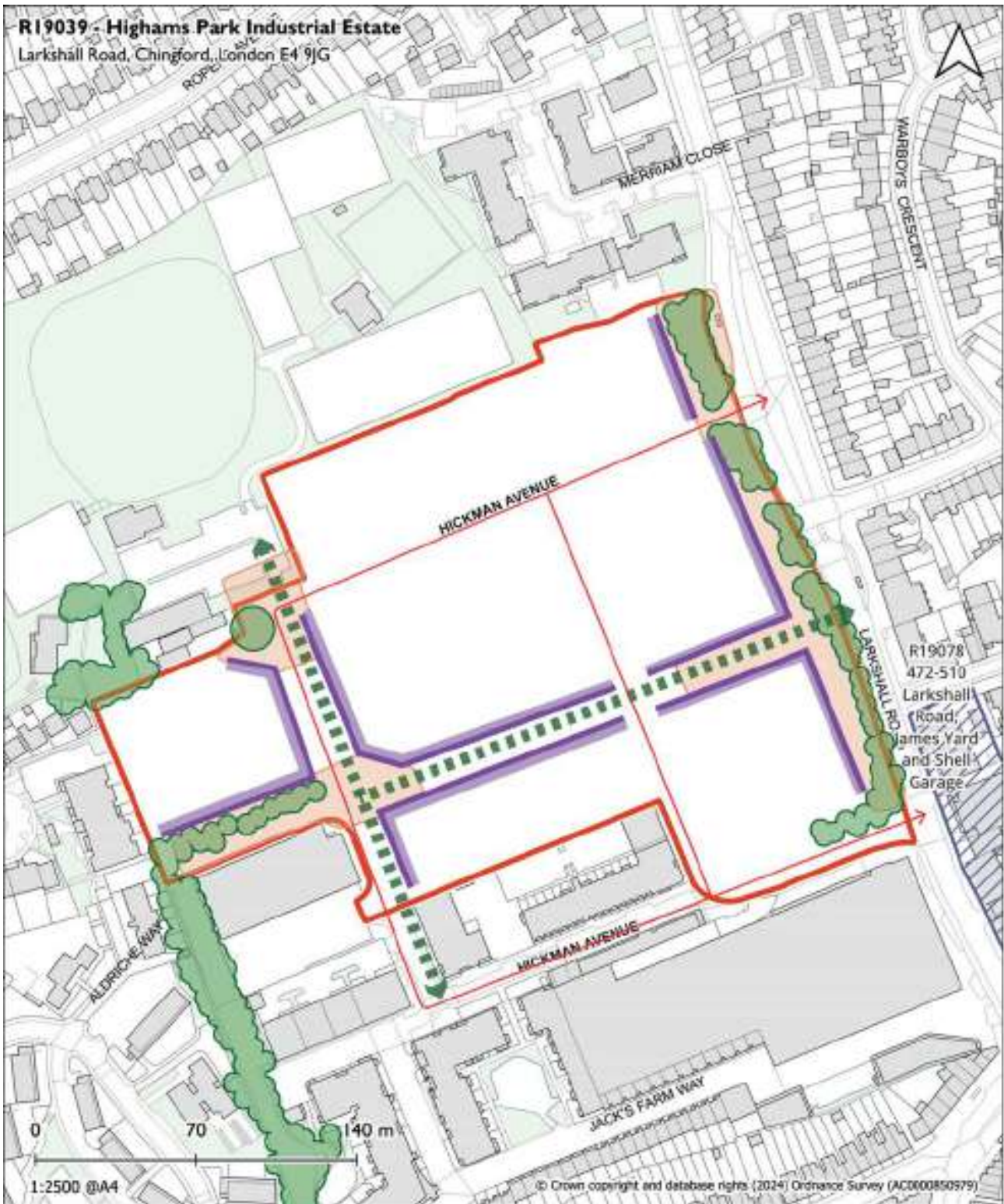
- D. Ensure that the overall integrity and efficacy of the Highams Park Industrial Estate Locally Significant Industrial Site (LSIS), and the existing or potential industrial activities located within it are not compromised by development on the site, including the ability of industrial activities to operate on a 24-hour basis. This should be achieved through the layout and orientation of any proposals, including the location of public realm, as well as consideration of access, servicing, soundproofing and other design mitigation measures. The Agent of Change principle will be applied to protect the industrial function of the LSIS.
- E. Provide well designed active industrial ground-floor frontages on public roads within the industrial estate and onto Larkshall Road to create a strong street presence and provide an industrial 'shopfront'. Frontages should relate positively to the surrounding context, including being set back to accommodate the presence of existing mature trees on Larkshall Road, should be designed to establish a better definition between public and private realm, avoid using hostile boundary treatments, and should maximise natural surveillance to ensure community safety for all.
- F. Deliver new pedestrian and cycling connectivity through the site, linking Highams Park District Centre to the Aldriche Way Estate and Rolls Sports Ground. These should be clearly separated from industrial-focused routes, where possible, to improve safety and the pedestrian and cycling experience.
- G. Enhance existing pedestrian and cycling connectivity along Larkshall Road, ensuring that the segregated cycle path is maintained throughout construction.
- H. Deliver new and enhanced greening and biodiversity throughout and around the site, including through the provision of tree planting, green spaces, and green roofs, introducing green amenity into the industrial landscape.
- I. Retain trees with Tree Protection Orders (TPOs) and significant and/or mature trees by incorporating them into the masterplan and landscape design. Trees should be suitably protected during construction and operation, including in terms of root protection as well as crown growth in proximity to buildings over the tree's natural lifespan.
- J. Support the principles of and ensure policy compliance with the Highams Park Neighbourhood Plan.

SUPPORTING TEXT

25.3 Where proposals seek to introduce uses other than industrial (and related) uses, this must be supported by and compliant with an approved industrial masterplan. The masterplan must be developed in partnership with the Council and the Greater London Authority (GLA), and with the principles set out in Local Plan Part 1 Policy 29 (Industrial Masterplan Approach) and London Plan Policy E7 (Industrial intensification, co-location and substitution), as well as relevant guidance in the Industrial Intensification Supplementary Planning Document (SPD) and the Industrial Land and Uses London Plan Guidance (LPG). The masterplan must consider the entire Locally Significant Industrial Site (LSIS).

25.4 Development on this site is anticipated to continue beyond the Local Plan period, which runs until 2035. As development of this site is likely to be phased, some new homes are anticipated to be completed outside of the Local Plan period. These are not included within the evidence of housing supply to meet identified needs prepared in support of this Plan.

Highams Park Industrial Estate (R19039) - Placemaking Plan



Please read in conjunction with the 'Placemaking Plan Key', which can be found at the end of the document.

The Regal (R19101)



Please read in conjunction with the 'Site Boundary and Constraints Plan Key', which can be found at the end of the document.

Address:	493 Hale End Road, Chingford, London E4 9PT		
Previous site reference:	N/A	Ward:	Hale End and Highams Park
Site Size (Ha):	0.10	Ownership:	Private
Consent Status:	Resolution to grant	Planning Reference(s):	240280
Planning Designations:	Highams Park Strategic Location; Highams Park District Centre; PSA; Locally Listed Building; SINC (adjacent); AQMA; HPNPA.		

The Regal (R19101) - Site Allocation

Site Allocation

A. Provide a cinema, new homes and enhanced public realm with biodiverse landscaping.

Indicative Capacities

- B. 30 homes
- C. 2 screen cinema and ancillary uses

Potential Delivery Timescale

D. Development of the site is expected to be completed in

2020-2025	2025-2030	2030-2035
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Character-led Intensification Approach

E. Reinforcement

The Regal (R19101) - Site Requirements

In order to secure planning permission, development proposals will be expected to

- A. Optimise the capacity of the site to deliver approximately 30 high-quality, accessible, sustainable homes, including affordable housing.
- B. Provide a 2-screen cinema, restoring and enhancing the significance and setting of the heritage building, supported by ancillary uses such as a café or bar/restaurant.
- C. Provide well designed active commercial ground-floor frontage onto Hale End Road, and active residential ground-floor frontage on to Beech Hall Road, ensuring that these relate positively to the surrounding context and maximises natural surveillance to ensure community safety for all.
- D. Provide safe, well defined and well managed servicing and delivery access on Beech Hall Road.
- E. Deliver new and enhanced greening and biodiversity throughout and around the site, including through the provision of tree planting, green spaces, and green roofs.
- F. Support the principles of and ensure policy compliance with the Highams Park Neighbourhood Plan.

The Regal (R19101) - Placemaking Plan



Please read in conjunction with the 'Placemaking Plan Key', which can be found at the end of the document.

Sewardstone Road

Sewardstone Road Strategic Location - Infrastructure Requirements

26.1 To ensure that growth is inclusive and sustainable, development must contribute to the delivery of key infrastructure in accordance with policy 96. This includes borough-wide infrastructure, such as affordable housing and workspace, tree planting and biodiversity, flood mitigation measures including Sustainable Drainage Systems (SuDS), and investment in educational facilities, cultural initiatives, and heritage assets. This list sets out the specific requirements identified to be delivered in Sewardstone Road Strategic Location based on a snapshot of the Infrastructure Delivery Plan (IDP) at the time of drafting. It is very likely that much of it will serve communities outside the Strategic Location too, and it may therefore be necessary for development outside the Strategic Location to make appropriate contributions to its delivery.

26.2 Development proposals within the Sewardstone Road Strategic Location will be expected to deliver or contribute towards the delivery of the following infrastructure items:

1. Employment and Social and Community Infrastructure	i. Improvements to Kings Head War Memorial to provide a new paved area to the rear of the memorial and improved lighting.
2. Green and Blue Infrastructure	i. Improved access to Sewardstone Paddock and access into the Lee Valley Regional Park (LVRP).
3. Suitable Alternative Natural Greenspaces (SANGs)	<p>i. The SANGs sites identified as potentially providing visitor uplift capacity for new homes in the Sewardstone Road Strategic Location include:</p> <ul style="list-style-type: none"> ● Chingford Green / St Peter and St Paul Church ● Chingford Rugby Club ● Lee Valley Link ● Mansfield Park ● Policeman's Alley / Organ Lane ● Ridgeway Park ● Sewardstone Paddocks
4. Transport	<p>i. Improved connectivity to Enfield and onward public transport interchange.</p> <p>ii. Improvements to bus and sustainable transport infrastructure.</p> <p>iii. Enhancement to Head Hill and Lea Valley road junction to improve character, legibility and environmental quality.</p> <p>iv. Creation of transport link to the neighbouring largescale regeneration and infrastructure projects at the adjoining Meridian Water.</p>

Motorpoint, Sewardstone Road (R19027)



Please read in conjunction with the 'Site Boundary and Constraints Plan Key', which can be found at the end of the document.

Address:	1 Lea Valley Road, Chingford, London E4 7PX; 51 & 53 Sewardstone Road, Chingford, London E4 7PU		
Previous site reference:	SA52	Ward:	Chingford Green
Site Size (Ha):	1.87	Ownership:	Private
Consent Status:	None	Planning Reference(s):	N/A

Planning Designations: Sewardstone Road Strategic Location; Sewardstone Road Neighbourhood Centre; APA; TPO; EFSAC (400m); SSSI (adjacent); SIN; AQMA; Flood Zone 2; Flood Zone 3a; MGB (adjacent); LVRP; Playing Fields (adjacent); Green Corridor; Greenway.

Motorpoint, Sewardstone Road (R19027) - Site Allocation

Site Allocation

A. Provide new homes, community facilities and other town centre uses, new and enhanced public realm and accessible, biodiverse green open spaces.

Indicative Capacities

- B. 295 homes
- C. 2,350 sqm town centre and community uses

Potential Delivery Timescale

D. Development of the site is expected to be completed in

2020-2025	2025-2030	2030-2035
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Character-led Intensification Approach

E. Transition

Motorpoint, Sewardstone Road (R19027)- Site Requirements

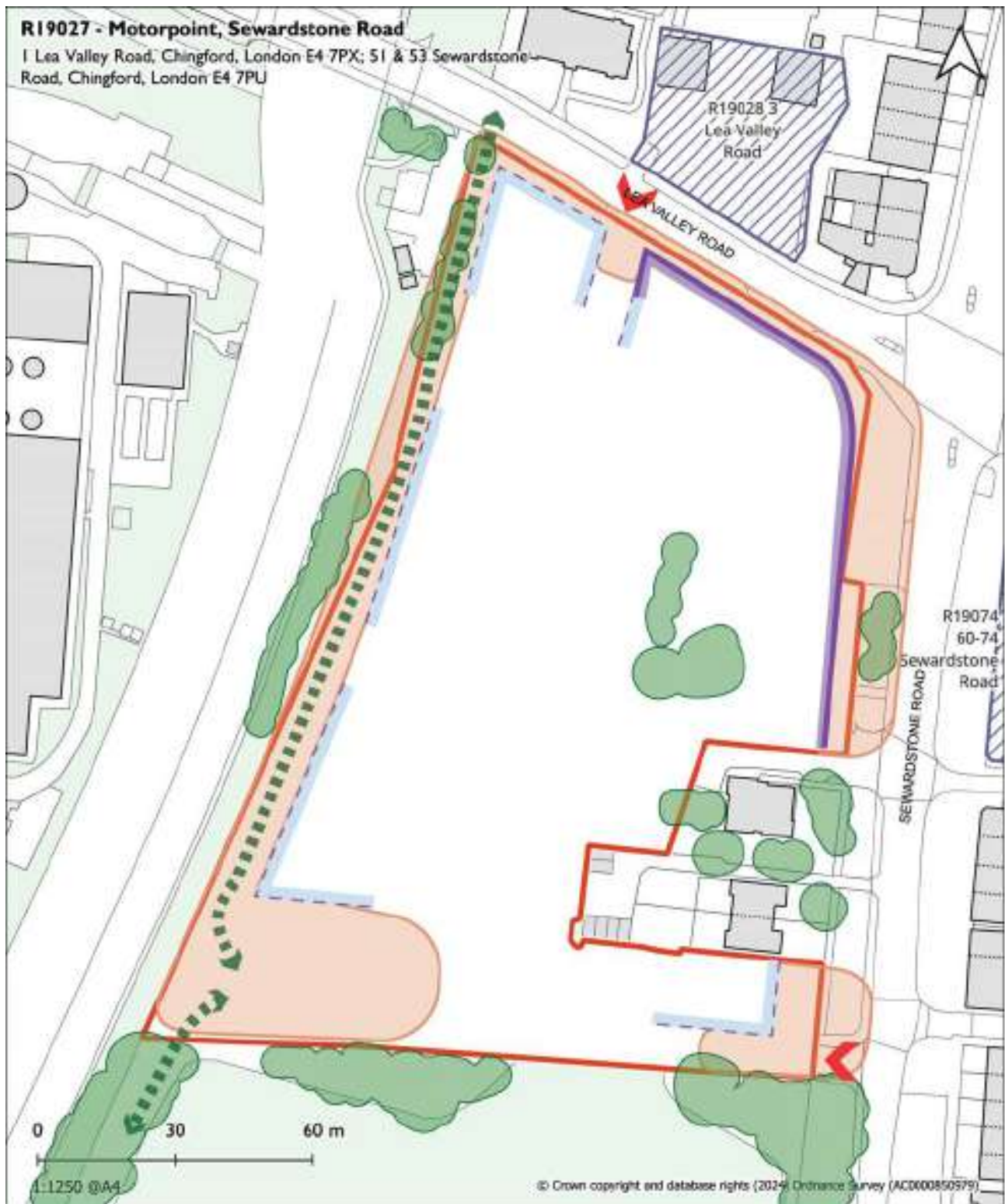
In order to secure planning permission, development proposals will be expected to

- A. Optimise the capacity of the site to deliver approximately 295 high quality, accessible, sustainable homes, including affordable housing.
- B. Provide new town centre uses on site that enhance and complement the Sewardstone Road Neighbourhood Centre’s existing offer. Uses that are considered particularly suitable for this site include retail, food and beverage uses, and community facilities. The quantum of uses should be informed through the detailed design process and an assessment of need should be made at the application stage, including through reference to vacancy rates within the designated centre.
- C. Provide well designed active commercial ground-floor frontage onto Sewardstone Road and Lea Valley Road, ensuring that this relates positively to the surrounding context and maximises natural surveillance to ensure community safety for all. Frontages should create a clear and defined building line, but should be sufficiently set back to establish a generous footway and public realm to deliver a pedestrian-focused environment which is green, safe and accessible to all.

- D. Provide well designed active residential ground floor frontage onto the River Lea, taking advantage of the site's waterside location.
- E. Deliver new and enhanced greening and biodiversity throughout and around the site, through the provision of tree planting, green spaces, and green roofs. Proposals should create a new park in the south west corner of the site, adjacent to and with views over the River Lea.
- F. Deliver new north south pedestrian and cycling connectivity through the site running along the River Lea, linking Lea Valley Road with the new area of public realm in the south, and with Sewardstone Road. This connection should be safe and accessible to all, overlooked, well lit and attractively designed.
- G. Enhance existing pedestrian and cycling connectivity along Sewardstone Road and Lea Valley Road.
- H. Retain and enhance trees with Tree Protection Orders (TPOs) and significant and/or mature trees, including those in the centre of the site, by incorporating them into the layout and landscape design, and suitably protecting them during construction and operation. This includes root protection as well as crown growth in proximity to buildings over the tree's natural lifespan.
- I. Undertake a project level HRA setting out details of the proposed measures that would mitigate for urban effects to ensure no adverse impact on the Epping Forest SAC.
- J. Design and site buildings and new green space to protect and enhance the integrity of the Chingford Reservoirs Site of Special Scientific Interest (SSSI), the Lea Valley Site of Importance for Nature Conservation (SINC), and the associated Green Corridor.
- K. Provide a development design that focuses on ensuring the proposed buildings, landscaping and infrastructure layout maximise on site green spaces and minimise access to Epping Forest SAC.
- L. Undertake a project level Habitats Regulations Assessment (HRA) setting out details of the proposed measures that would mitigate for urban effects to ensure no adverse impact on the Epping Forest Special Area of Conservation (SAC). This is required as the site is located within 400m of the Epping Forest SAC.
- M. Implement waste management measures for the site in accordance with the borough's Waste and Recycling Guidance for Developments strategy and the Exemplar Design Supplementary Planning Document (SPD), or any updates to these documents.
- N. Mitigate the Flood Zone 2 and Flood Zone 3 fluvial flood risk to the south west corner of the site through the use of effective design, siting buildings to the lowest flood risk areas and prioritising vulnerable uses and/or infrastructure to be sited away from the areas of highest flood risk. Built development must not encroach into the area of land shown as 'non-developable' on the Site Boundary and Constraints Plan. Applicants must engage with the Environment Agency at the earliest possible opportunity.

- O. Mitigate existing pluvial flood risk to the northern boundary of the site to achieve greenfield run off rates through appropriate design, including Sustainable Drainage Systems (SuDS) where appropriate. Development should also make efforts to reduce pluvial flood risk off site.
- P. Demonstrate that there would be no adverse impact on the amenity of future occupiers from noise, smell, vibrations or light in regard to the continued effective operation of the adjacent Thames Water site. Should mitigation measures be required to ensure this, proposals must set out how and when any mitigation measures will be delivered in line with the Agent of Change principle.

Motorpoint, Sewardstone Road (R19027) - Placemaking Plan



Please read in conjunction with the 'Placemaking Plan Key', which can be found at the end of the document.

3 Lea Valley Road (R19028)



Please read in conjunction with the 'Site Boundary and Constraints Plan Key', which can be found at the end of the document.

Address:	3 Lea Valley Road, Chingford, London E4 7PX		
Previous site reference:	SA53	Ward:	Chingford Green
Site Size (Ha):	0.15	Ownership:	Private
Consent Status:	None	Planning Reference(s):	N/A
Planning Designations:	Sewardstone Road Strategic Location; Sewardstone Road Neighbourhood Centre; APA; SINC (adjacent); AQMA; MGB (adjacent); LVRP; Green Corridor (adjacent); Greenway (adjacent).		

3 Lea Valley Road (R19028) - Site Allocation

Site Allocation

- A. Provide new homes, town centre uses, and enhanced public realm with biodiverse landscaping.

Indicative Capacities

- B. 15 homes
- C. 190 sqm town centre uses

Potential Delivery Timescale

- D. Development of the site is expected to be completed in

2020-2025	2025-2030	2030-2035
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Character-led Intensification Approach

- E. Reinforcement

3 Lea Valley Road (R19028) - Site Requirements

In order to secure planning permission, development proposals will be expected to

- A. Optimise the capacity of the site to deliver approximately 15 high quality, accessible, sustainable homes, including affordable housing.
- B. Provide new town centre uses of a size and scale that is appropriate for the edge of centre location and which complements Sewardstone Road Neighbourhood Centre’s existing offer. The quantum of uses should be informed through the detailed design process and an assessment of need should be made at the application stage, including through reference to vacancy rates within the designated centre, and their provision must not undermine the viability and vitality of the centre.
- C. Provide well designed active commercial ground-floor frontage onto Lea Valley Road, ensuring that this relates positively to the surrounding context and maximises natural surveillance to ensure community safety for all.
- D. Deliver new and enhanced greening and biodiversity throughout and around the site, including through the provision of tree planting, green spaces, and green roofs.
- E. Enhance existing pedestrian and cycling connectivity along Lea Valley Road, linking Kings Head Hill and Sewardstone Road.

- F. Mitigate existing pluvial flood risk to the south and south west of the site to achieve greenfield run off rates through appropriate design, including Sustainable Drainage Systems (SuDS) where appropriate. Development should also make efforts to reduce pluvial flood risk off site.
- G. Demonstrate that there would be no adverse impact on the amenity of future occupiers from noise, smell, vibrations or light in regard to the continued effective operation of the nearby Thames Water site. Should mitigation measures be required to ensure this, proposals must set out how and when any mitigation measures will be delivered in line with the Agent of Change principle.

3 Lea Valley Road (R19028) - Placemaking Plan



Please read in conjunction with the 'Placemaking Plan Key', which can be found at the end of the document.

60-74 Sewardstone Road (R19074)



Please read in conjunction with the 'Site Boundary and Constraints Plan Key', which can be found at the end of the document.

Address:	60-74 Sewardstone Road, Chingford, London E47PR		
Previous site reference:	SA54	Ward:	Chingford Green
Site Size (Ha):	0.16	Ownership:	Private
Consent Status:	Resolution to grant	Planning Reference(s):	220957
Planning Designations:	Sewardstone Road Strategic Location; Sewardstone Road Neighbourhood Centre; Neighbourhood Retail Parade; TPO (adjacent); EFSAC (400m); AQMA; LVRP (adjacent).		

60-74 Sewardstone Road (R19074) - Site Allocation

Site Allocation

- A. Provide new homes, town centre uses, new and enhanced public realm and accessible, biodiverse green open space.

Indicative Capacities

- B. 40 homes
- C. 455 sqm town centre uses

Potential Delivery Timescale

- D. Development of the site is expected to be completed in

2005-2025	2025-2030	2030-2035
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Character-led Intensification Approach

- E. Transition

60-74 Sewardstone Road (R19074) - Site Requirements

In order to secure planning permission, development proposals will be expected to

- A. Optimise the capacity of the site to deliver approximately 40 high quality, accessible, sustainable homes, including affordable housing.
- B. Provide new town centre uses on site that enhance and complement Sewardstone Road Neighbourhood Centre’s existing offer. Uses that are considered particularly suitable for this site include retail and food and beverage uses. The quantum of uses should be informed through the detailed design process and an assessment of need should be made at the application stage, including through reference to vacancy rates within the designated centre.
- C. Provide well designed active commercial ground-floor frontage onto Sewardstone Road, ensuring that this relates positively to the surrounding context and maximises natural surveillance to ensure community safety for all.
- D. Enhance the existing public realm on Sewardstone Road, and contribute to the delivery of public realm improvements at the Kings Head Hill junction, to deliver a pedestrian-focused environment which is green, safe and accessible to all. The width of the existing footway provides opportunities for enhanced landscaping and new tree planting.
- E. Enhance existing pedestrian and cycling connectivity along Sewardstone Road and Kings Head Hill.

- F. Deliver new and enhanced greening and biodiversity throughout and around the site, including through the provision of tree planting, green spaces, and green roofs.
- G. Retain and enhance trees with Tree Protection Orders (TPOs) and significant and/or mature trees by incorporating them into the layout and landscape design, and suitably protecting them during construction and operation. This includes root protection as well as crown growth in proximity to buildings over the tree's natural lifespan.
- H. Provide a development design that focuses on ensuring the proposed buildings, landscaping and infrastructure layout maximise on site green spaces and minimise access to Epping Forest SAC.
- I. Undertake a project level Habitats Regulations Assessment (HRA) setting out details of the proposed measures that would mitigate for urban effects to ensure no adverse impact on the Epping Forest Special Area of Conservation (SAC). This is required as the site is located within 400m of the Epping Forest SAC.
- J. Implement waste management measures for the site in accordance with the borough's Waste and Recycling Guidance for Developments strategy and the Exemplar Design Supplementary Planning Document (SPD), or any updates to these documents.

60-74 Sewardstone Road (R19074) - Placemaking Plan



Please read in conjunction with the 'Placemaking Plan Key', which can be found at the end of the document.

North Circular

North Circular Strategic Location - Infrastructure Requirements

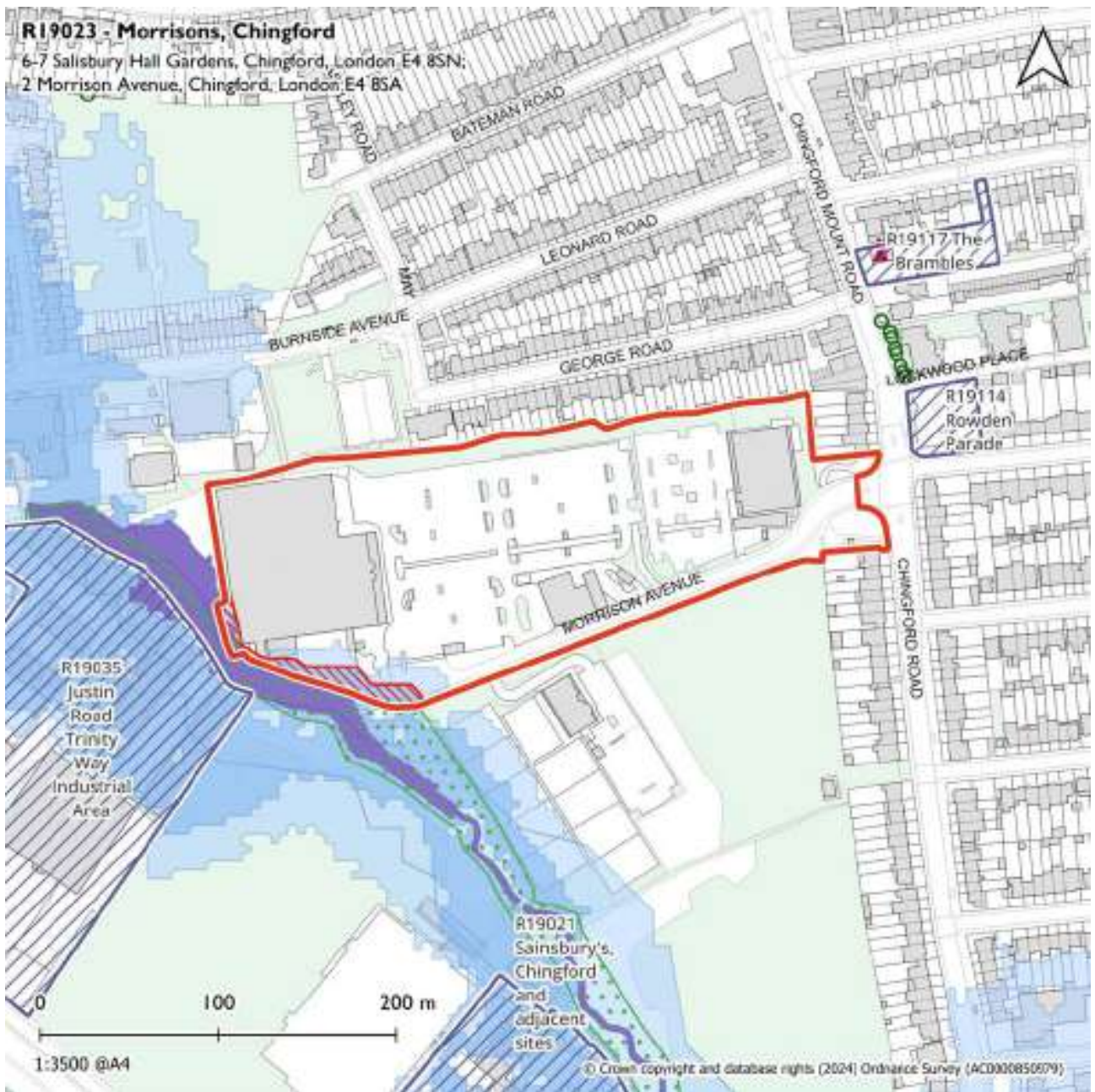
27.1 To ensure that growth is inclusive and sustainable, development must contribute to the delivery of key infrastructure in accordance with policy 96. This includes borough-wide infrastructure, such as affordable housing and workspace, tree planting and biodiversity, flood mitigation measures including Sustainable Drainage Systems (SuDS), and investment in educational facilities, cultural initiatives, and heritage assets. This list sets out the specific requirements identified to be delivered in North Circular Strategic Location based on a snapshot of the Infrastructure Delivery Plan (IDP) at the time of drafting. It is very likely that much of it will serve communities outside the Strategic Location too, and it may therefore be necessary for development outside the Strategic Location to make appropriate contributions to its delivery.

27.2 Development proposals within the North Circular Strategic Location will be expected to deliver or contribute towards the delivery of the following infrastructure items:

<p>1. Flood Mitigation</p>	<p>i. Provision of additional surface water storage capacity within Mansfield Park along Waltham Way / Valley Side in order to reduce risk of surface water flooding.</p>
<p>2. Green and Blue Infrastructure</p>	<p>i. Landscape improvements to provide access to Banbury Reservoir</p> <p>ii. New leisure and waterside facilities at Banbury Reservoir and protected and enhanced biodiversity.</p> <p>iii. Exploration of the potential to generate energy at Banbury Reservoir.</p> <p>iv. Enhanced, accessible and safe green walking and cycling connectivity between existing green spaces including Folly Lane Triangle.</p>
<p>3. Public Realm</p>	<p>i. Enhanced public realm at development sites identified in North Circular Area Framework.</p> <p>ii. Improvements to the Muslim cemetery including a more welcoming arrival space and enhanced ground surfaces, lighting and signage.</p> <p>iii. Improvements to underpasses and bridges incorporating lighting, public art and planting.</p>
<p>4. Suitable Alternative Natural Greenspaces (SANGs)</p>	<p>i. The SANGs sites identified as potentially providing visitor uplift capacity for new homes in the North Circular Corridor Strategic Location include:</p> <ul style="list-style-type: none"> ● Ainslie Wood & Rolls Park Sports Ground ● Banbury Reservoir ● Chase Lane Park ● Cheney Row Park and Folly Lane Triangle

	<ul style="list-style-type: none"> ● Larks Wood ● Lee Vally Link ● River Ching Walk ● Wild Mash East
<p>5. Transport</p>	<ul style="list-style-type: none"> i. Enhanced sustainable transport connectivity at Chingford Hall Estate. . ii. Enhancement of the A406 corridor through design improvement measures for better safety, improved air quality, and the creation of functional and effective connections with local places. iii. Creation of transport link to the neighbouring largescale regeneration and infrastructure projects at the adjoining Meridian Water. iv. Enhanced connectivity by the provision of cycle route through the Lower Lee Valley for recreation. v. Improvements to the existing greenway route that runs north-south across the North Circular Road. vi. Connecting Folly Lane with the existing footbridge over the A406 through provision of a surfaced route through Folly Lane Community Woodland.

Morrisons, Chingford (R19023)



Please read in conjunction with the 'Site Boundary and Constraints Plan Key', which can be found at the end of the document.

Address:	6-7 Salisbury Hall Gardens, Chingford, London E4 8SN		
Previous site reference:	SA48	Ward:	Valley
Site Size (Ha):	4.13	Ownership:	Private
Consent Status:	None	Planning Reference(s):	N/A
Planning Designations:	North Circular Strategic Location; TPO (adjacent); SINC; AQMA; Flood Zone 2; Flood Zone 3a; Flood Zone 3b; CDA; LNR (adjacent); Playing Fields (adjacent); Green Corridor; Main River (8m).		

Morrisons, Chingford (R19023) - Site Allocation

Site Allocation

- A. Reprovide a suitably sized supermarket and sports and leisure uses, provide new homes, community facilities, new and enhanced public realm and accessible, biodiverse green open spaces.

Indicative Capacities

- B. 315 homes
- C. Non-residential uses to be determined through detailed application

Potential Delivery Timescale

- D. Development of the site is expected to be completed in

2020-2025	2025-2030	2030-2035
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Character-led Intensification Approach

- E. Transition

Morrisons, Chingford (R19023) - Site Requirements

In order to secure planning permission, development proposals will be expected to

- A. Optimise the capacity of the site to deliver approximately 315 high quality, accessible, sustainable homes, including affordable housing.
- B. Reprovide supermarket on site, the format and size of which should be informed by the requirements of the owner or leaseholder at the time an application is submitted, subject to an assessment of local convenience retail needs and balanced against all other planning considerations, including the vision for the site and wider location. Development should take a phased approach to allow for the continuity of trade.
- C. Reprovide the sports and leisure use to deliver facilities of an improved quality to contribute to meeting local sport, leisure and recreation needs.
- D. Explore the potential to provide new high quality, inclusive community facilities on site to contribute to meeting local community infrastructure needs. Uses that are considered particularly suitable for this site include an early years facility.
- E. Provide well designed active commercial and residential ground-floor frontage onto Morrison Avenue ensuring that these frontages relate positively to the surrounding context and maximises natural surveillance to ensure community safety for all.

- F. Avoid harmful impacts on the sensitive edges associated with the residential uses that bound the site.
- G. Provide safe, well defined and well managed servicing and delivery access from Chingford Mount Road.
- H. Ensure new residential uses do not negatively impact upon the effective operation of the adjacent sports and leisure use. The design of homes should mitigate the impact of noise and light emitted from the facility in line with the Agent of Change principle.
- I. Demonstrate that there would be no adverse impact on the amenity of future occupiers from noise, smell, vibrations or light in regard to the continued effective operation of the adjacent Thames Water storm tanks site. Should mitigation measures be required to ensure this, proposals should set out how and when any mitigation measures will be delivered.
- J. Create new high quality pedestrian-focused public realm throughout the site, which an area of significant provision which includes street furniture and is green, safe and accessible to all.
- K. Deliver new cycle and pedestrian connectivity through the site, linking Burnside Avenue with Morrison Avenue and the River Ching, and the Sainsbury's, Chingford and adjacent site allocation (R19021) and the Salsbury Hall Playing Field Suitable Alternative Natural Greenspace (SANG).
- L. Contribute to the delivery of new pedestrian and cycling connectivity along the River Ching to create a new Suitable Alternative Natural Greenspace (SANG) contributing to the borough-wide SANG strategy.
- M. Deliver enhanced greening and biodiversity throughout and, where possible, around the site, including through the provision of tree planting, new green space, and green roofs.
- N. Retain and enhance significant and/or mature trees along the north boundary of the site by incorporating them into the layout and landscape design, and suitably protecting them during construction and operation. This includes root protection as well as crown growth in proximity to buildings over the tree's natural lifespan.
- O. Provide ecological and biodiversity enhancements to the setting of the River Ching to the south west of the site, including new greening. Any development should be appropriately set back from the River Ching to enable access for maintenance and to allow new greening to thrive.
- P. Design and site buildings and new green space to protect and enhance the integrity of the Ching Brook Site of Importance for Nature Conservation (SINC) and the associated Green Corridor to the south west of the site. The use of lighting or light pollution resulting from commercial uses should be appropriately mitigated through a lighting strategy to ensure it does not negatively impact the existing ecology.

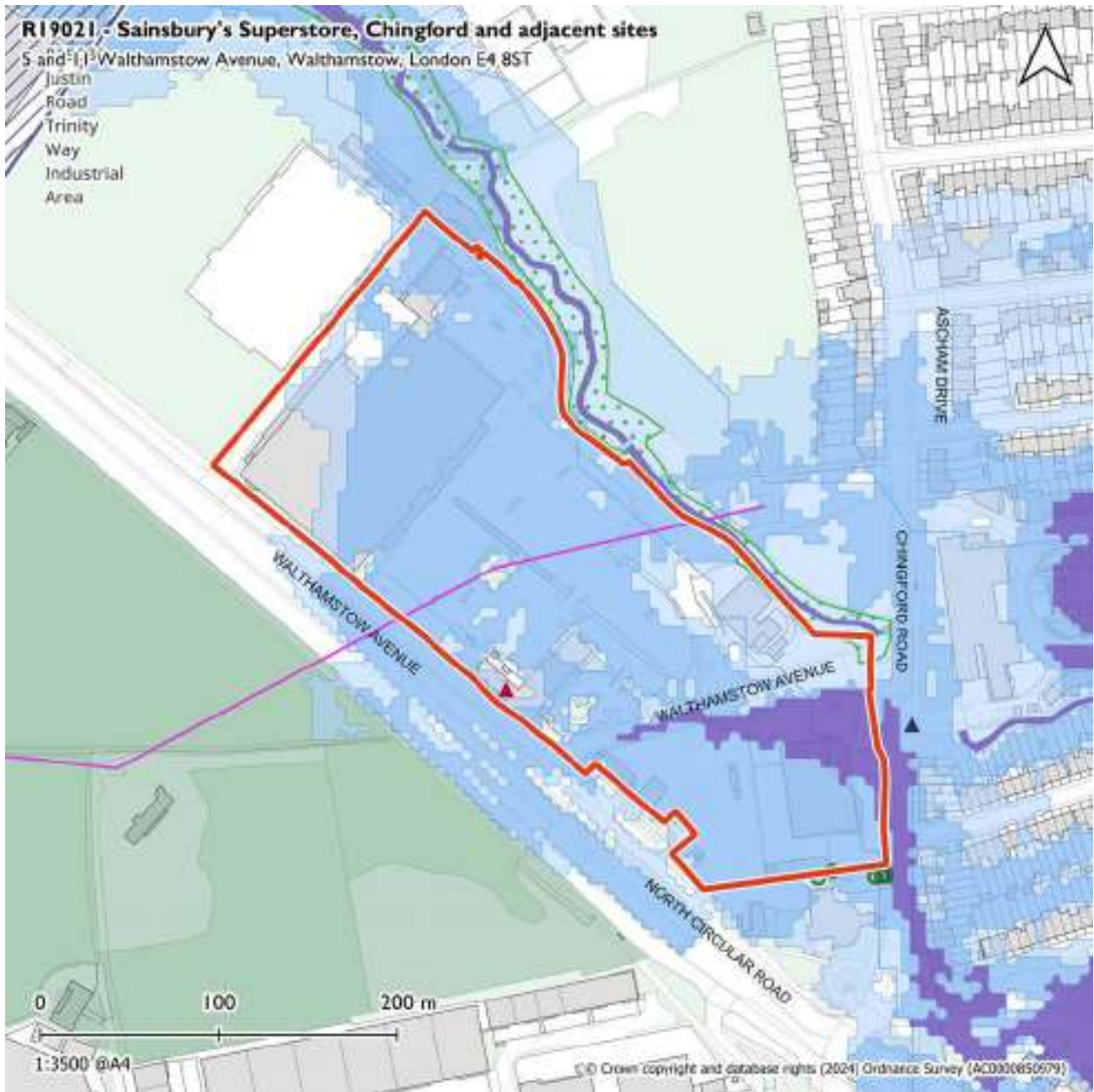
- Q. Mitigate the Flood Zone 2 and Flood Zone 3 fluvial flood risk to the south west corner of the site through the use of effective design, siting buildings to the lowest flood risk areas and prioritising vulnerable uses and/or infrastructure to be sited away from the areas of highest flood risk. Built development must not encroach into the area of land shown as 'non-developable' on the Site Boundary and Constraints Plan. Applicants must engage with the Environment Agency at the earliest possible opportunity.
- R. Mitigate existing pluvial flood risk to the south west of the site to achieve greenfield run off rates through appropriate design, including Sustainable Drainage Systems (SuDS) where appropriate. Development should also make efforts to reduce pluvial flood risk off site.
- S. Ensure that the overall integrity and efficacy of the adjacent Justin Road/Trinity Way Locally Significant Industrial Site (LSIS3), and the existing or potential industrial activities located within it are not compromised by development on the site, including the ability of industrial activities to operate on a 24-hour basis. This should be achieved through the layout and orientation of any proposals, including the location of public realm, as well as consideration of access, servicing, soundproofing and other design mitigation measures. The Agent of Change principle will be applied to protect the industrial function of the LSIS.

Morrisons, Chingford (R19023) - Placemaking Plan



Please read in conjunction with the 'Placemaking Plan Key', which can be found at the end of the document.

Sainsbury's Superstore, Chingford and adjacent sites (R19021)



Please read in conjunction with the 'Site Boundary and Constraints Plan Key', which can be found at the end of the document.

Address:	5 and 11 Walthamstow Avenue, Walthamstow, London E4 8ST		
Previous site reference:	SA46	Ward:	Valley
Site Size (Ha):	6.24	Ownership:	Private
Consent Status:	None	Planning Reference(s):	N/A
Planning Designations:	North Circular Strategic Location; Listed Building (adjacent); Locally Listed Building; TPO; SINC; AQFA; AQMA; Flood Zone 2; Flood Zone 3a; Flood Zone 3b; CDA; MGB (adjacent); LVRP (adjacent); Playing Fields (adjacent); Allotments (adjacent); Green Corridor; Main River (8m).		

Sainsbury's Superstore, Chingford and adjacent sites (R19021) - Site Allocation

Site Allocation

- A. Reprovide a suitably-sized supermarket, the hotel use and early years provision and provide new homes, other commercial uses, new and enhanced public realm and accessible, biodiverse green open spaces.

Indicative Capacities

- B. 530 homes
- C. Non-residential floorspace to be determined through detailed application

Potential Delivery Timescale

- D. Development of the site is expected to be completed in

2020-2025	2025-2030	2030-2035
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Character-led Intensification Approach

- E. Transition

Sainsbury's Superstore, Chingford and adjacent sites (R19021) - Site Requirements

In order to secure planning permission, development proposals will be expected to

- A. Optimise the capacity of the site to deliver approximately 530 high quality, accessible, sustainable homes, including affordable housing.
- B. Reprovide the supermarket on site, the format and size of which should be informed by the requirements of the owner or leaseholder at the time an application is submitted, subject to an assessment of local convenience retail needs and balanced against all other planning considerations, including the vision for the site and wider location. Development should take a phased approach to allow for the continuity of trade.
- C. Reprovide the early years facility on site to contribute to meeting local needs, and provide new commercial uses of a size and scale that would support the new and local residential population, and which would complement rather than compete with the offering in nearby centres. Uses that are considered particularly suitable for this site include food and beverage uses. The quantum of uses should be informed through the detailed design process and an assessment of need should be made at the application stage.

- D. Provide well designed active commercial ground-floor frontage onto Chingford Road, ensuring that this relates positively to the surrounding context and maximises natural surveillance to ensure community safety for all.
- E. Ensure that the design and siting of the buildings accounts for and mitigates against the potential impact of noise and/or light disturbance from the adjacent sports and leisure uses site to the north west, with the Agent of Change principle applied.
- F. Create new high quality pedestrian-focused public realm throughout the site which is green, safe and accessible to all..
- G. Deliver new pedestrian and cycling connectivity through the site, linking Walthamstow Avenue, Chingford Road and the Crooked Billet, and enhance the existing pedestrian and cycling path along the River Ching to the Morrisons, Chingford site (R19023) to establish this as a new Suitable Alternative Green Space (SANG).
- H. Provide, or contribute to, improvements to the to the Billet Roundabout underpass and the North Circular footbridge to enhance safe, inclusive and accessible connectivity from the site across the North Circular (A406).
- I. Ensure that the existing bus stop and bus stand space (Stop CB) is retained or appropriately reprovided within the site.
- J. Preserve or enhance the significance, setting and key views of the nearby heritage assets, including the Grade II listed Walthamstow Stadium Entrance Range (including Tote Board).
- K. Deliver new and enhanced greening and biodiversity throughout and around the site, including through the provision of tree planting, green spaces, and green roofs. Proposals should create a new significant green space in the north east of the site adjacent to the River Ching, which should enhance the setting of the river and which should contribute to the borough-wide Suitable Alternative Natural Greenspace (SANG) strategy.
- L. Design and site buildings and new green space to protect and enhance the integrity of the Ching Brook Site of Importance for Nature Conservation (SINC) and the associated Green Corridor to the north of the site. The use of lighting or light pollution resulting from commercial uses should be appropriately mitigated through a lighting strategy to ensure it does not negatively impact the existing ecology. Any development should be appropriately set back from the River Ching to enable access for maintenance and to allow new greening to thrive.
- M. Retain and enhance trees with Tree Protection Orders (TPOs) and significant and/or mature trees on the north boundary of the site by incorporating them into the layout and landscape design, and suitably protecting them during construction and operation. This includes root protection as well as crown growth in proximity to buildings over the tree's natural lifespan.

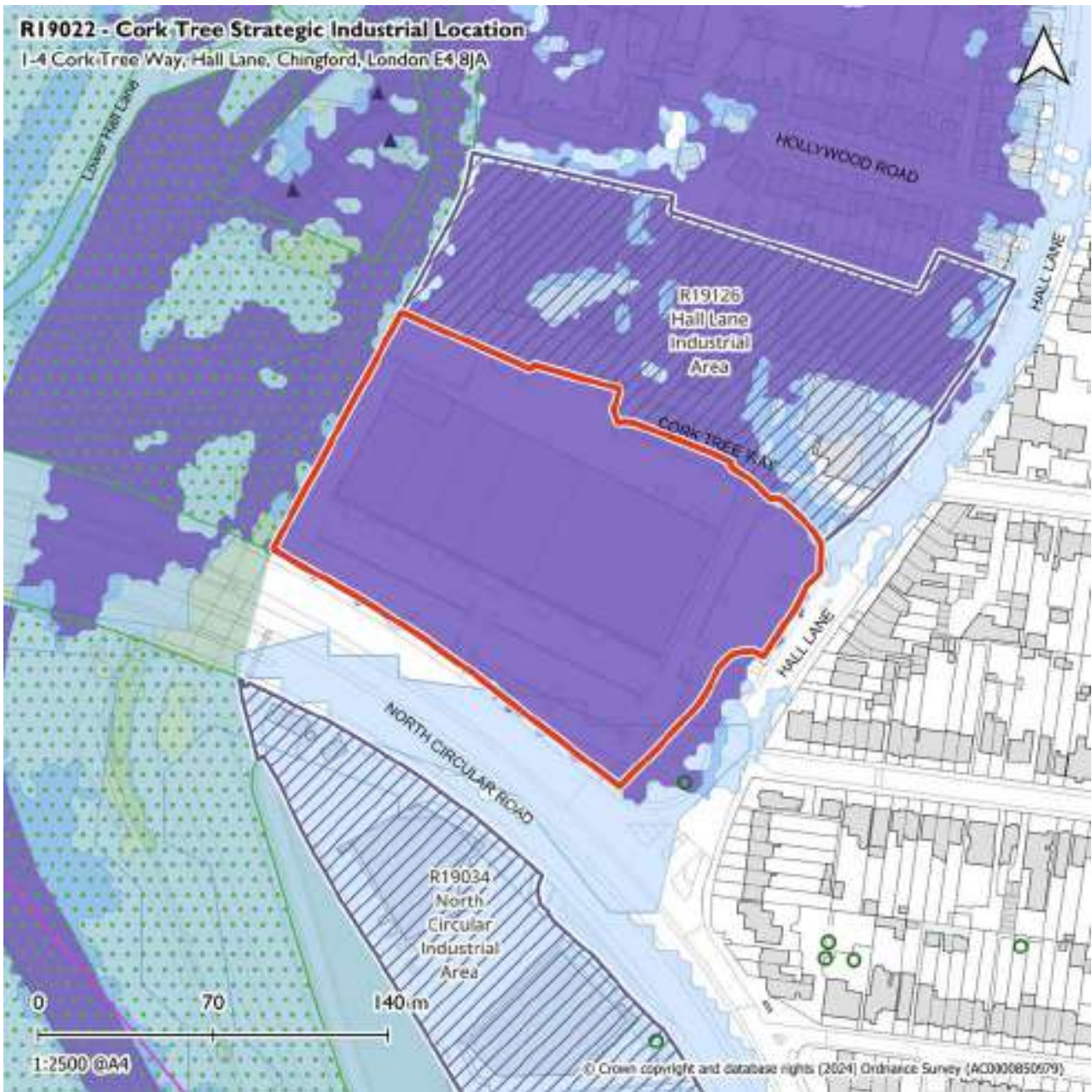
- N. Mitigate the impact of any localised poor air quality from the North Circular (A406) on the site through the appropriate design and siting of the buildings, the correct use of appropriate building materials, and responsive landscaping design and ecological buffers. The redevelopment of this site in accordance with Local Plan Part 1 policies relating to car free development and better management of servicing and deliveries will reduce the number of car-based trips based on the previous car-generating use, contributing to improved air quality locally and across the borough as a whole.
- O. Mitigate the Flood Zone 2 and Flood Zone 3 fluvial flood risk across the site through the use of effective design, siting buildings to the lowest flood risk areas and prioritising vulnerable uses and/or infrastructure to be sited away from the areas of highest flood risk. Applicants must engage with the Environment Agency at the earliest possible opportunity.
- P. Mitigate existing pluvial flood risk to the centre and the north west of the site to achieve greenfield run off rates through appropriate design, including Sustainable Drainage Systems (SuDS) where appropriate. Development should also make efforts to reduce pluvial flood risk off site.
- Q. Account for the National Grid high voltage electricity transmission cable which traverses the site, and the transmission pylon which is located in the centre of the site. The design should minimise the conflict between this infrastructure and other uses and suitably mitigate the impact of this infrastructure on the amenity of residents.

Sainsbury's Superstore, Chingford and adjacent sites (R19021) - Placemaking Plan



Please read in conjunction with the 'Placemaking Plan Key', which can be found at the end of the document.

Cork Tree Strategic Industrial Location (R19022)



Please read in conjunction with the 'Site Boundary and Constraints Plan Key', which can be found at the end of the document.

Address:	1-4 Cork Tree Way, Hall Lane, Chingford, London E4 8JA		
Previous site reference:	SA47	Ward:	Valley
Site Size (Ha):	2.22	Ownership:	
Consent Status:	None	Planning Reference(s):	N/A
Planning Designations:	North Circular Strategic Location; SIL; APA; TPO (adjacent); SINC; AQFA; AQMA; Flood Zone 2; Flood Zone 3a; Flood Zone 3b; CDA; MGB (adjacent); LVRP (adjacent); LNR (adjacent); Green Corridor; Greenway (adjacent).		

Cork Tree Strategic Industrial Location (R19022) - Site Allocation

Site Allocation

A. Provide modern storage and distribution uses and enhanced public realm with biodiverse landscaping.

Indicative Capacities

B. Potential for up to 36,700 sqm new storage and distribution industrial floorspace

Potential Delivery Timescale

C. Development of the site is expected to be completed in

2020-2025	2025-2030	2030-2035
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Character-led Intensification Approach

D. Transition

Cork Tree Strategic Industrial Location (R19022) - Site Requirements

In order to secure planning permission, development proposals will be expected to

A. Deliver a modern, multi-storey storage and distribution facility, taking advantage of the site’s good access to the North Circular (A406).

B. Provide well designed active industrial ground-floor frontage onto Hall Lane, ensuring that this relates positively to the surrounding context and maximises natural surveillance to ensure community safety for all.

C. Provide safe, well defined and well managed servicing and delivery access to the site from Hall Lane / Cork Tree Way.

D. Enhance the existing public realm at the eastern part of the site onto Hall Lane and create new high quality public realm at the western part of the site, adjacent to the River Lea, to deliver a pedestrian-focused environment which is green, safe and accessible to all. This should be integrated within a wider network of safe and accessible open spaces, connecting to Banbury Reservoir and the William Girling Reservoir, as well as access to strategic recreational routes such as the Lea Valley Walk and the Lee Valley Pathway. Applicants should engage with the Lea Valley Regional Park Authority to understand aspirations for the development of the site can align with wider development proposals.

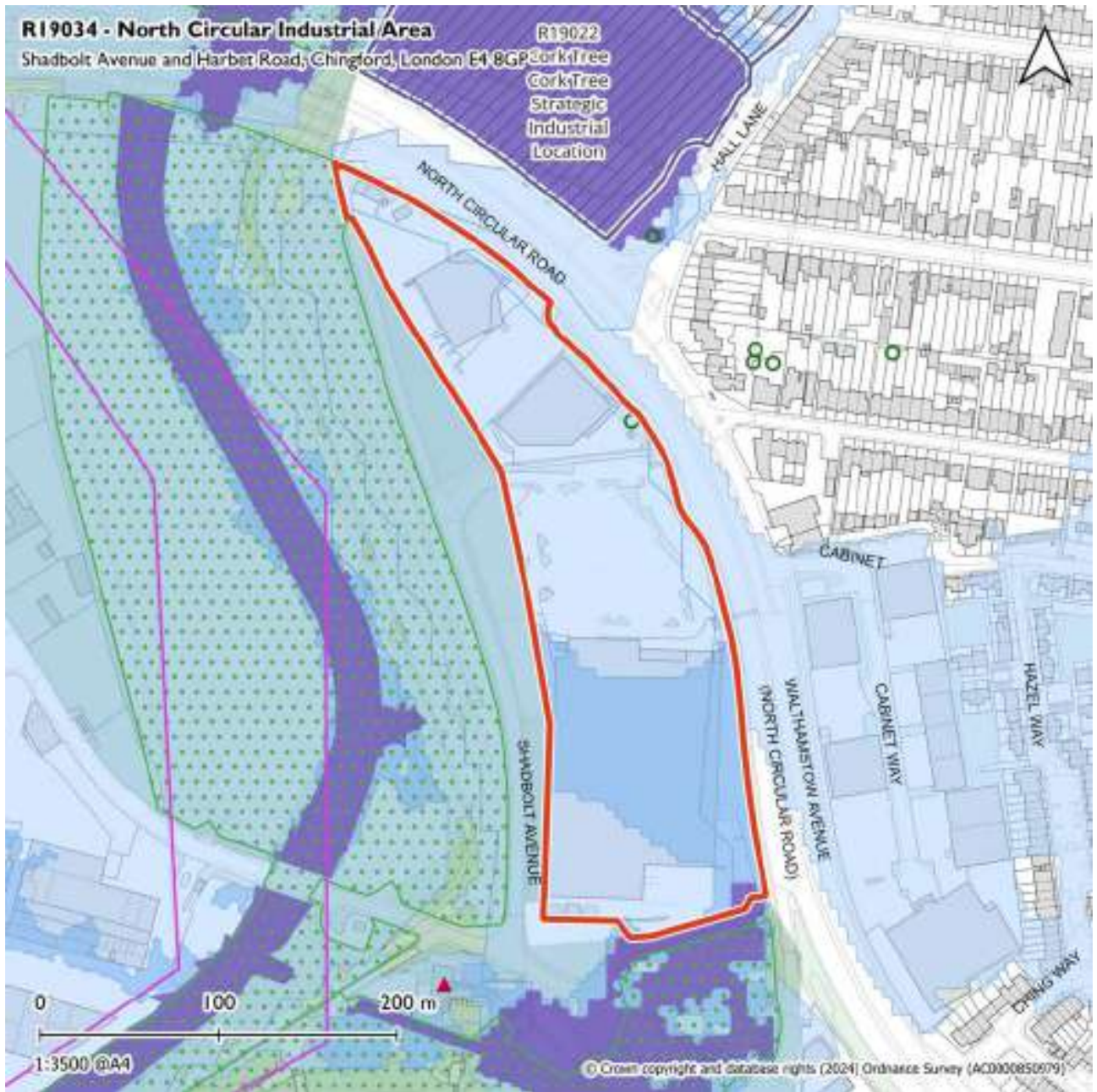
- E. Enhance existing pedestrian and cycling connectivity along Hall Lane, the Hall Lane underpass and the underpass along the towpath under the North Circular (A406) to enhance safe, inclusive and accessible connectivity from the site across the North Circular.
- F. Ensure that the segregated cycle lane is maintained and kept safe and accessible to all throughout construction.
- G. Provide ecological and biodiversity enhancements to the setting of the River Lea and its habitat, including rewilding measures. Any development should be appropriately set back from the River Lea to enable access for maintenance and to allow new greening to thrive.
- H. Deliver new and enhanced greening and biodiversity throughout and around the site, including through the provision of tree planting, green spaces, and green roofs.
- I. Retain and enhance trees with Tree Protection Orders (TPOs) and significant and/or mature trees, including the Cork Tree to the south east of the site boundary, by incorporating them into the layout and landscape design, and suitably protecting them during construction and operation. This includes root protection as well as crown growth in proximity to buildings over the tree's natural lifespan.
- J. Design and site buildings and new green space to protect and enhance the integrity of the Lea Valley Site of Importance for Nature Conservation (SINC), and the associated Green Corridor. The use of lighting or light pollution resulting from industrial uses should be appropriately mitigated through a lighting strategy to ensure it does not negatively impact the existing ecology.
- K. Mitigate the impact of any localised poor air quality from the North Circular (A406) on the site through the appropriate design and siting of the buildings, the correct use of appropriate building materials, and responsive landscaping design and ecological buffers. The redevelopment of this site in accordance with Local Plan Part 1 policies relating to car free development and better management of servicing and deliveries will reduce the number of car-based trips based on the previous car-generating use, contributing to improved air quality locally and across the borough as a whole.
- L. Mitigate the Flood Zone 3 fluvial flood risk across the site through the use of effective design, siting buildings to the lowest flood risk areas and prioritising vulnerable uses and/or infrastructure to be sited away from the areas of highest flood risk. Applicants must engage with the Environment Agency at the earliest possible opportunity.
- M. Mitigate existing pluvial flood risk on the car park to the south of the site to achieve greenfield run off rates through appropriate design, including Sustainable Drainage Systems (SuDS) where appropriate. Development should also make efforts to reduce pluvial flood risk off site.
- N. Consider in the design and development of the scheme the plans and emerging development at Meridian Water in the London Borough of Enfield.

Cork Tree Strategic Industrial Location (R19022) - Placemaking Plan



Please read in conjunction with the 'Placemaking Plan Key', which can be found at the end of the document.

North Circular Industrial Area (R19034)



Please read in conjunction with the 'Site Boundary and Constraints Plan Key', which can be found at the end of the document.

Address:	Shadbolt Avenue and Harbet Road, Chingford, London E4 8GP		
Previous site reference:	SA63	Ward:	Valley
Site Size (Ha):	4.04	Ownership:	Private
Consent Status:	None	Planning Reference(s):	N/A
Planning Designations:	North Circular Strategic Location; SIL; APA; TPO; SINC; AQFA; AQMA; Flood Zone 2; Flood Zone 3a; Flood Zone 3b; CDA; MGB (adjacent); LVRP (adjacent); Green Corridor; Greenway (adjacent).		

North Circular Industrial Area (R19034) - Site Allocation

Site Allocation

- A. Provide modern, flexible industrial uses, ensuring a net increase in overall industrial capacity, and enhanced public realm with biodiverse landscaping.

Indicative Capacities

- B. Minimum reprovision of 20,335 sqm of industrial floorspace, with potential to provide 90,000 sqm.

Potential Delivery Timescale

- C. Development of the site is expected to be completed in

2020-2025	2025-2030	2030-2035
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Character-led Intensification Approach

- D. Transition

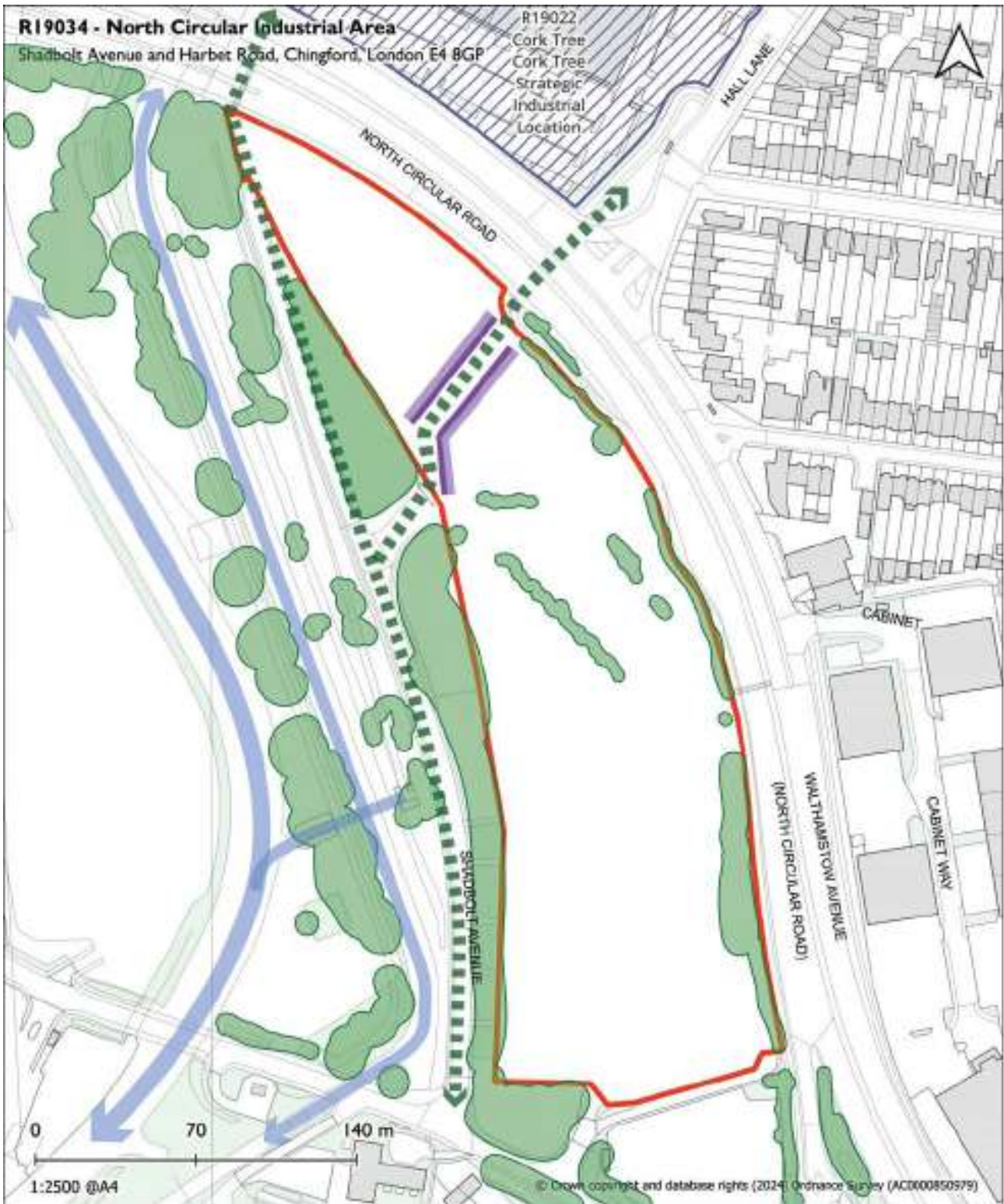
North Circular Industrial Area (R19034) - Site Requirements

In order to secure planning permission, development proposals will be expected to

- A. Provide as a minimum the full replacement of existing industrial capacity with industrial floorspace uses that are acceptable in a Strategic Industrial Location (SIL), and seek to provide an uplift in industrial capacity through the provision of multi-storey schemes and more efficient building typologies. Due to its good access to the North Circular (A406), the site is considered to be particularly suitable for storage and distribution uses. Units should be supported by appropriate yard space, with consideration given to where this could be shared between multiple units and/or businesses. The reference capacity for reprovision is 20,335 sqm.
- B. Enhance existing pedestrian and cycling connectivity along Shadbolt Avenue and Harbet Road, including improvements to the Hall Lane underpass and the underpass along the towpath under the North Circular (A406) to enhance safe, inclusive and accessible connectivity from the site across the North Circular., ensuring that the segregated cycle lane to the east of the site is maintained and kept safe and accessible to all throughout construction.
- C. Explore the potential of extending the greenway to connect to Banbury Reservoir and the William Girling Reservoir as well as providing access to strategic recreational routes such as the Lea Valley Walk and the Lee Valley Pathway. Applicants should engage with the Lea Valley Regional Park Authority to understand aspirations for the development of the site can align with wider development proposals.

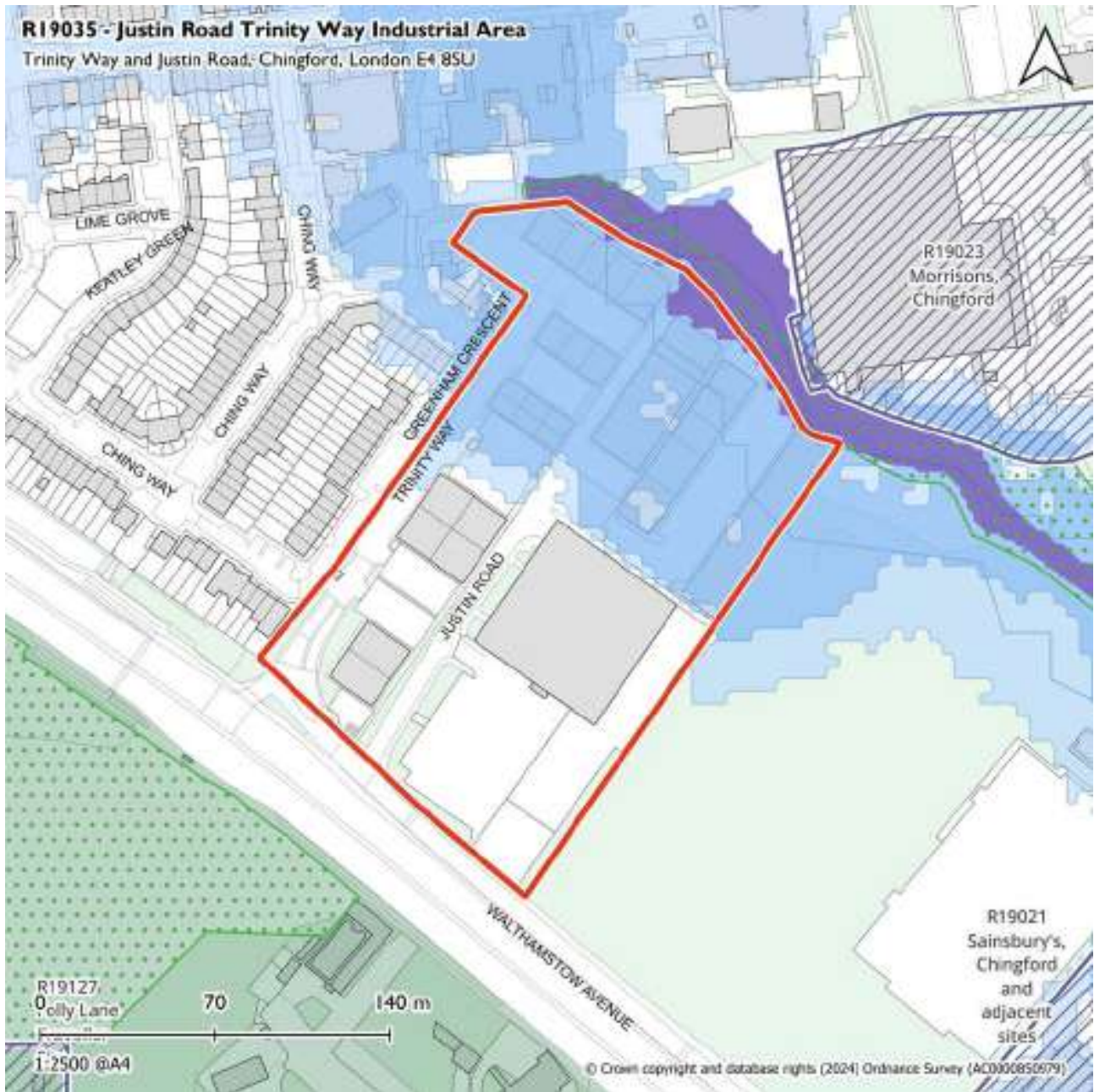
- D. Provide ecological and biodiversity enhancements to the setting of the River Lea and its habitat, including rewilding measures. Any development should be appropriately set back from the River Lea to enable access for maintenance and to allow new greening to thrive.
- E. Deliver new and enhanced greening and biodiversity throughout and around the site, including through the provision of tree planting, green spaces, and green roofs.
- F. Retain and enhance the tree with a Tree Protection Order (TPO) and significant and/or mature trees by incorporating them into the layout and landscape design, and suitably protecting them during construction and operation. This includes root protection as well as crown growth in proximity to buildings over the tree's natural lifespan.
- G. Design and site buildings and new green space to protect and enhance the integrity of the Lea Valley Site of Importance for Nature Conservation (SINC), and the associated Green Corridor. The use of lighting or light pollution resulting from industrial uses should be appropriately mitigated through a lighting strategy to ensure it does not negatively impact the existing ecology.
- H. Mitigate the impact of any localised poor air quality from the North Circular (A406) on the site through the appropriate design and siting of the buildings, the correct use of appropriate building materials, and responsive landscaping design and ecological buffers. The redevelopment of this site in accordance with Local Plan Part 1 policies relating to car free development and better management of servicing and deliveries will reduce the number of car-based trips based on the previous car-generating use, contributing to improved air quality locally and across the borough as a whole.
- I. Mitigate the Flood Zone 2 and Flood Zone 3 fluvial flood risk across the site through the use of effective design, siting buildings to the lowest flood risk areas and prioritising vulnerable uses and/or infrastructure to be sited away from the areas of highest flood risk. Applicants must engage with the Environment Agency at the earliest possible opportunity.
- J. Mitigate existing pluvial flood risk to the northern tip and in the south of the site to achieve greenfield run off rates through appropriate design, including Sustainable Drainage Systems (SuDS) where appropriate. Development should also make efforts to reduce pluvial flood risk off site.
- K. Consider in the design and development of the scheme the plans and emerging development at Meridian Water in the London Borough of Enfield.

North Circular Industrial Area (R19034) - Placemaking Plan



Please read in conjunction with the 'Placemaking Plan Key', which can be found at the end of the document.

Justin Road/Trinity Way Industrial Area (R19035)



Please read in conjunction with the 'Site Boundary and Constraints Plan Key', which can be found at the end of the document.

Address:	825 High Road Leyton, London E10 7AA		
Previous site reference:	SA64	Ward:	Valley
Site Size (Ha):	3.21	Ownership:	Mixed
Consent Status:	None	Planning Reference(s):	N/A
Planning Designations:	North Circular Strategic Location; LSIS; SINC; AQMA; Flood Zone 2; Flood Zone 3a; Flood Zone 3b; CDA; MGB (adjacent); LVRP (adjacent); Playing Fields (adjacent); Green Corridor; Main River (8m).		

Justin Road/Trinity Way Industrial Area (R19035) - Site Allocation

Site Allocation

- A. Provide modern, flexible industrial uses, ensuring a net increase in overall industrial capacity, and enhanced public realm with biodiverse landscaping.

Indicative Capacities

- B. Minimum reprovision of 12,050 sqm of industrial floorspace, with potential to provide 21,700 sqm.

Potential Delivery Timescale

- C. Development of the site is expected to be completed in

2020-2025	2025-2030	2030-2035
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Character-led Intensification Approach

- D. Transition

Justin Road/Trinity Way Industrial Area (R19035) - Site Requirements

In order to secure planning permission, development proposals will be expected to

- A. Provide as a minimum the full replacement of existing industrial capacity with industrial floorspace uses that are acceptable in a Locally Significant Industrial Site (LSIS), and seek to provide an uplift in industrial capacity through the provision of multi-storey schemes and more efficient building typologies. Due to its good access to the North Circular (A406), the site is considered to be particularly suitable for storage and distribution uses. Units should be supported by appropriate yard space, with consideration given to where this could be shared between multiple units and/or businesses. The reference capacity for reprovision is 12,050 sqm.
- B. Avoid harmful impacts on the sensitive edges associated with the residential uses that bound the site.
- C. Enhance the existing public realm at the frontage of the site onto Walthamstow Avenue to deliver a pedestrian-focused environment which is green, safe and accessible to all.
- D. Deliver new and enhanced greening and biodiversity throughout and around the site, including through the provision of tree planting, green spaces, and green roofs.
- E. Deliver new pedestrian and cycling connectivity along the River Ching to create a new Suitable Alternative Natural Greenspace (SANG), as well as through the site, linking the River Ching path to Greenham Crescent, the Sainsbury's, Chingford and adjacent

sites (R19021) and Morrisons, Chingford (R19023) site allocations, and the footbridge over the North Circular (A406) to enhance safe, inclusive and accessible connectivity from the site across the North Circular.

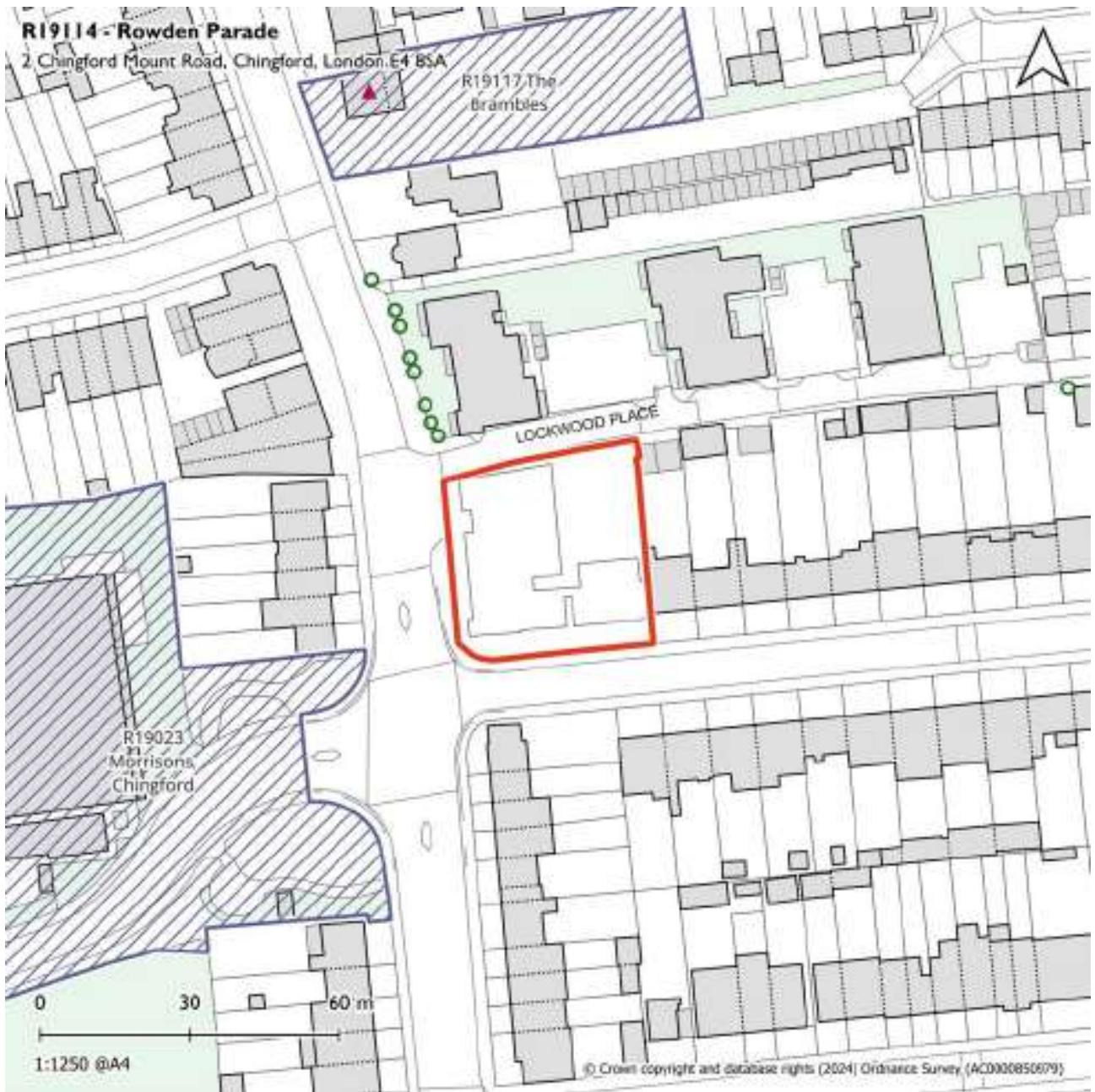
- F. Contribute to improvements to the underpasses under the North Circular (A406) and/or North Circular footbridge, and access to them.
- G. Provide ecological and biodiversity enhancements to the setting of the River Ching. The design and siting of buildings and path should protect and enhance the integrity of the Ching Brook Site of Importance for Nature Conservation (SINC) and the associated Green Corridor, and buildings should be appropriately set back from the River Ching to enable access for maintenance and to allow new greening to thrive.
- H. Mitigate the impact of any localised poor air quality from the North Circular (A406) on the site through the appropriate design and siting of the buildings, the correct use of appropriate building materials, and responsive landscaping design and ecological buffers. The redevelopment of this site in accordance with Local Plan Part 1 policies relating to car free development and better management of servicing and deliveries will reduce the number of car and vehicle-based trips, contributing to improved air quality locally and across the borough as a whole.
- I. Mitigate the Flood Zone 2 and Flood Zone 3 fluvial flood risk to the north of the site through the use of effective design, siting buildings to the lowest flood risk areas and prioritising vulnerable uses and/or infrastructure to be sited away from the areas of highest flood risk. Applicants must engage with the Environment Agency at the earliest possible opportunity.
- J. Mitigate existing pluvial flood risk to the north of the site to achieve greenfield run off rates through appropriate design, including Sustainable Drainage Systems (SuDS) where appropriate. Development should also make efforts to reduce pluvial flood risk off site.

Justin Road/Trinity Way Industrial Area (R19035) - Placemaking Plan



Please read in conjunction with the 'Placemaking Plan Key', which can be found at the end of the document.

Rowden Parade (R19114)



Please read in conjunction with the 'Site Boundary and Constraints Plan Key', which can be found at the end of the document.

Address:	2 Chingford Mount Road, Chingford, London E4 8SA		
Previous site reference:	N/A	Ward:	Larkwood
Site Size (Ha):	0.15	Ownership:	Private
Consent Status:	None	Planning Reference(s):	N/A
Planning Designations:	TPO (adjacent); AQMA; CDA.		

Rowden Parade (R19114) - Site Allocation

Site Allocation

A. Provide new homes and enhanced public realm with biodiverse landscaping.

Indicative Capacities

B. 30 homes

Potential Delivery Timescale

C. Development of the site is expected to be completed in

2020-2025	2025-2030	2030-2035
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Character-led Intensification Approach

D. Reinforcement

Rowden Parade (R19114) - Site Requirements

In order to secure planning permission, development proposals will be expected to

- A. Optimise the capacity of the site to deliver approximately 30 high quality, accessible, sustainable homes, including affordable housing.
- B. Provide well designed active residential ground-floor frontage onto Chingford Mount Road, Lockwood Place and Higham Station Avenue, ensuring that this relates positively to the surrounding context and maximises natural surveillance to ensure community safety for all. Pedestrian access to homes on upper floors should be provided from Higham Station Avenue.
- C. Provide safe, well defined and well managed servicing and delivery access to the rear of the site from Lockwood Place.
- D. Enhance the existing public realm on to Chingford Mount Road to deliver a pedestrian-focused environment which is green, safe and accessible to all.
- E. Deliver new and enhanced greening and biodiversity throughout and around the site, including through the provision of tree planting, green spaces, and green roofs.

Rowden Parade (R19114) - Placemaking Plan



Please read in conjunction with the 'Placemaking Plan Key', which can be found at the end of the document.

Hall Lane Industrial Area (R19126)



Address:	Hall Lane, Chingford, London E4 8DJ		
Previous site reference:	N/A	Ward:	Hale End and Highams Park
Site Size (Ha):	0.49	Ownership:	
Consent Status:	None	Planning Reference(s):	N/A
Planning Designations:			

Hall Lane Industrial Area (R19126) - Site Allocation

Site Allocation

- A. Provide intensified industrial uses.
- B. Provide modern, flexible industrial uses, ensuring a net increase in overall industrial capacity, and enhanced public realm with biodiverse landscaping.

Indicative Capacities

- C. Minimum reprovision of 8,485 sqm of industrial floorspace, with potential to provide 21,170 sqm.

Potential Delivery Timescale

- D. Development of the site is expected to be completed in

2020-2025	2025-2030	2030-2035
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Character-led Intensification Approach

- E. Transition

Hall Lane Industrial Area (R19126) - Site Requirements

In order to secure planning permission, development proposals will be expected to

- A. Provide as a minimum the full replacement of existing industrial capacity with industrial floorspace uses that are acceptable in a Strategic Industrial Location (SIL), and seek to provide an uplift in industrial capacity. Due to its good access to the North Circular (A406), the site is considered to be particularly suitable for storage and distribution uses, including multi-storey facilities. The reference capacity for reprovision is 8,485 sqm.
- B. Provide well designed active industrial ground-floor frontages onto Hall Lane to create a strong street presence and provide an industrial ‘shopfront’. Proposals should use design to establish a better definition between public and private realm and should avoid using hostile boundary treatments.
- C. Provide safe and defined servicing and delivery access to the site from Hall Lane / Cork Tree Way.
- D. Enhance the existing public realm at the eastern part of the site onto Hall Lane to deliver a pedestrian-focused environment with biodiverse green amenity, which is accessible to all.

- E. Create new high quality pedestrian-focused public realm at the western part of the site, adjacent to the River Lea, which includes green amenity, enhances biodiversity, and is accessible to all.
- F. Enhance existing pedestrian and cycling connectivity through the site, exploring the potential of extending the greenway to connect to Banbury Reservoir and the William Girling Reservoir, as well as the possibility to connect this with existing cycling path to the south of the site leading to the Hall Lane underpass and the underpass along the towpath under the North Circular (A406).
- G. Contribute to improvements to the underpasses under the North Circular (A406) and/or North Circular footbridge, and access to them.
- H. Provide ecological and biodiversity enhancements to the setting of the River Lea and its habitat, including rewilding measures. Any development should be appropriately set back from the River Lea to enable access for maintenance and to allow new greening to thrive.
- I. Deliver enhanced greening and biodiversity throughout the site through the provision of tree planting and new biodiverse green space, including Sustainable Drainage Systems (SuDS).
- J. Retain and enhance significant and/or mature existing trees, including those to the south of the site boundary, by incorporating them into the layout and landscape design, and suitably protecting them during construction and operation. This includes root protection as well as crown growth in proximity to buildings over the tree's natural lifespan.
- K. Design and site buildings and new green space to protect and enhance the integrity of the Lea Valley Site of Importance for Nature Conservation (SINC), and the associated Green Corridor, and the openness of the Metropolitan Green Belt (MGB) to the west of the site. The use of lighting or light pollution resulting from industrial uses should be appropriately mitigated through a lighting strategy to ensure it does not negatively impact the existing ecology.
- L. Mitigate the Flood Zone 3 fluvial flood risk across the site through the use of effective design, siting buildings to the lowest flood risk areas and prioritising vulnerable uses and/or infrastructure to be sited away from the areas of highest flood risk. Development must follow the developable area as highlighted in the Constraints Plan. Where possible there should be a return of the land to the functional floodplain. Applicants must engage with the Environment Agency at the earliest possible opportunity.
- M. Mitigate the existing groundwater flood risk across the site through appropriate design and siting of the buildings. Any basement development or excavation will be required to provide a Basement Impact Assessment and will be required to demonstrate that development will not unduly displace groundwater to neighbouring properties or increase the flood risk of these properties.

- N. Consider in the design and development of the scheme the plans and emerging development at Meridian Water in the London Borough of Enfield
- O. Support the principles set out within the Banbury Area Vision (2023), or subsequent updates to this work.

Hall Lane Industrial Area (R19126) - Placemaking Plan



North Waltham Forest - Other

North Waltham Forest - Infrastructure Requirements

28.1 To ensure that growth is inclusive and sustainable, development must contribute to the delivery of key infrastructure in accordance with policy 96. This includes borough-wide infrastructure, such as affordable housing and workspace, tree planting and biodiversity, flood mitigation measures including Sustainable Drainage Systems (SuDS), and investment in educational facilities, cultural initiatives, and heritage assets. This list sets out the specific requirements identified to be delivered in North Waltham Forest based on a snapshot of the Infrastructure Delivery Plan (IDP) at the time of drafting. It is very likely that much of it will serve communities outside the North Waltham too, and it may therefore be necessary for development outside the Strategic Location to make appropriate contributions to its delivery.

28.2 Development proposals within North Waltham Forest will be expected to deliver or contribute towards the delivery of the following infrastructure items:

<p>1. Education</p>	<ul style="list-style-type: none"> i. Remodelling works at Heathcote School to provide a new inclusion unit to support pupils who are at risk of permanent exclusion from school. ii. Development and expansion of early years' and childcare facilities in the area.
<p>2. Employment and Social and Community Infrastructure</p>	<ul style="list-style-type: none"> i. Provision of Decentralised Energy Networks (DENs) and heat pumps to mitigate impacts of the Climate Emergency. ii. Provision of youth spaces in local libraries in the north of the borough, as part of the Welcome Hub project that supports residents at the earliest point of need within their neighbourhoods. iii. Improved access to computer and internet services in local libraries as part of the Welcome Hub project.
<p>3. Flood Mitigation</p>	<ul style="list-style-type: none"> i. Delivery of South Chingford Flood Mitigation Scheme at Memorial Park, Larkwood Playing Fields and Rolls Sports Ground including construction of wetland and detention basins. ii. Delivery of Waltham Way Flood Mitigation Scheme to reduce risk of surface water flooding through provision of additional surface water storage capacity within Mansfield Park, along Waltham Way. iii. Delivery of Yardley Lane Flood Mitigation Scheme to reduce risk of surface water flooding through provision of additional surface water storage capacity at Yardley Lane.
<p>4. Green and Blue Infrastructure</p>	<ul style="list-style-type: none"> i. Delivery of River Ching Local Blue Ribbon network including biodiversity management, river edge improvements, accessible pathways and clear signage and wayfinding. ii. Refurbishment of Ridgeway Park pavilion including new toilet facility.

	<ul style="list-style-type: none"> iii. Landscape improvements and installation of new seats at Mansfield Park. iv. Access improvements at Mansfield Park by removing old internal gates and installation of new drop bollard(s) at the entrance. v. Improvements to Rolls Park Sports Ground and installation of new changing room facilities. vi. Enhanced, accessible and safe green walking and cycling connectivity between existing green spaces including Folly Lane Triangle.
<p>5. Public Realm</p>	<ul style="list-style-type: none"> i. Improvements to Folly Lane Community Woodland including vegetation management, habitat works, seating and boundary treatments to improve security. ii. Improvements to the quality of permissive paths and public rights of way, linking to Epping Forest Centenary Walk. iii. Public realm improvements on Old Church Road and westbound connectivity to Meridian Water. iv. Provision of dynamic lighting scheme and sound installation within the underpass between Larkshall Road and Hatch Lane.
<p>6. Suitable Alternative Natural Greenspaces (SANGs)</p>	<ul style="list-style-type: none"> i. The SANGs sites identified as potentially providing visitor uplift capacity for new homes in North Waltham Forest include: <ul style="list-style-type: none"> ● Chingford Green / St Peter and St Paul Church ● Chingford Rugby Club ● Lee Valley Link ● Mansfield Park ● Policeman's Alley / Organ Lane ● Ridgeway Park ● Sewardstone Paddocks ● Ainslie Wood & Rolls Park Sports Ground ● Larks Wood ● River Ching Walk ● The Highams Park ● Chingford Mount Cemetery ● Banbury Reservoir ● Cheney Row Park and Folly Lane Triangle

	<ul style="list-style-type: none"> ● Pimp Hall Park ● Chase Lane Park ● Wild Mash East
<p>7. Transport</p>	<ul style="list-style-type: none"> i. Extension of Primary Cycle Network from Chingford Road to Forest Road and Billet Roundabout. Delivery of Chingford Mount Maintenance and Improvement Plan at Chingford Mount Cemetery. ii. Creation of Meridian Water Link through provision of a safe pedestrian and cycle route as an alternative to the north circular, from Chingford to the Lee Valley Walk at the River Lea. Connecting Folly Lane with the existing footbridge over the A406 through provision of a surfaced route through Folly Lane Community Woodland. iii. Improved connection to White House Woods providing signage and road crossing improvements at The Charter Road. iv. Improved access to the pedestrian footbridge from Greenham Crescent north of the A406. v. Provision of increased number of rapid Electric Vehicle (EV) charging points in the area. vi. Enhanced safe, green walking and cycling routes, and connectivity to local open spaces through the provision of signage and streetscape improvements.

Whitehouse Farm (R19087)



Please read in conjunction with the 'Site Boundary and Constraints Plan Key', which can be found at the end of the document.

Address:	Hawksmouth, Chingford, London E4 7NA		
Previous site reference:	N/A	Ward:	Chingford Green
Site Size (Ha):	0.16	Ownership:	Private
Consent Status:	None	Planning Reference(s):	N/A
Planning Designations:	APA; TPO (adjacent); EFSAC (adjacent); EFSAC (400m); SSSI (adjacent); SINC; AQMA; MGB (adjacent); Green Corridor (adjacent).		

Whitehouse Farm (R19087) - Site Allocation

Site Allocation

- A. Provide new homes, enhanced public realm and accessible, biodiverse green open space.

Indicative Capacities

- B. 20 homes

Potential Delivery Timescale

- C. Development of the site is expected to be completed in

2020-2025	2025-2030	2030-2035
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Character-led Intensification Approach

- D. Reinforcement

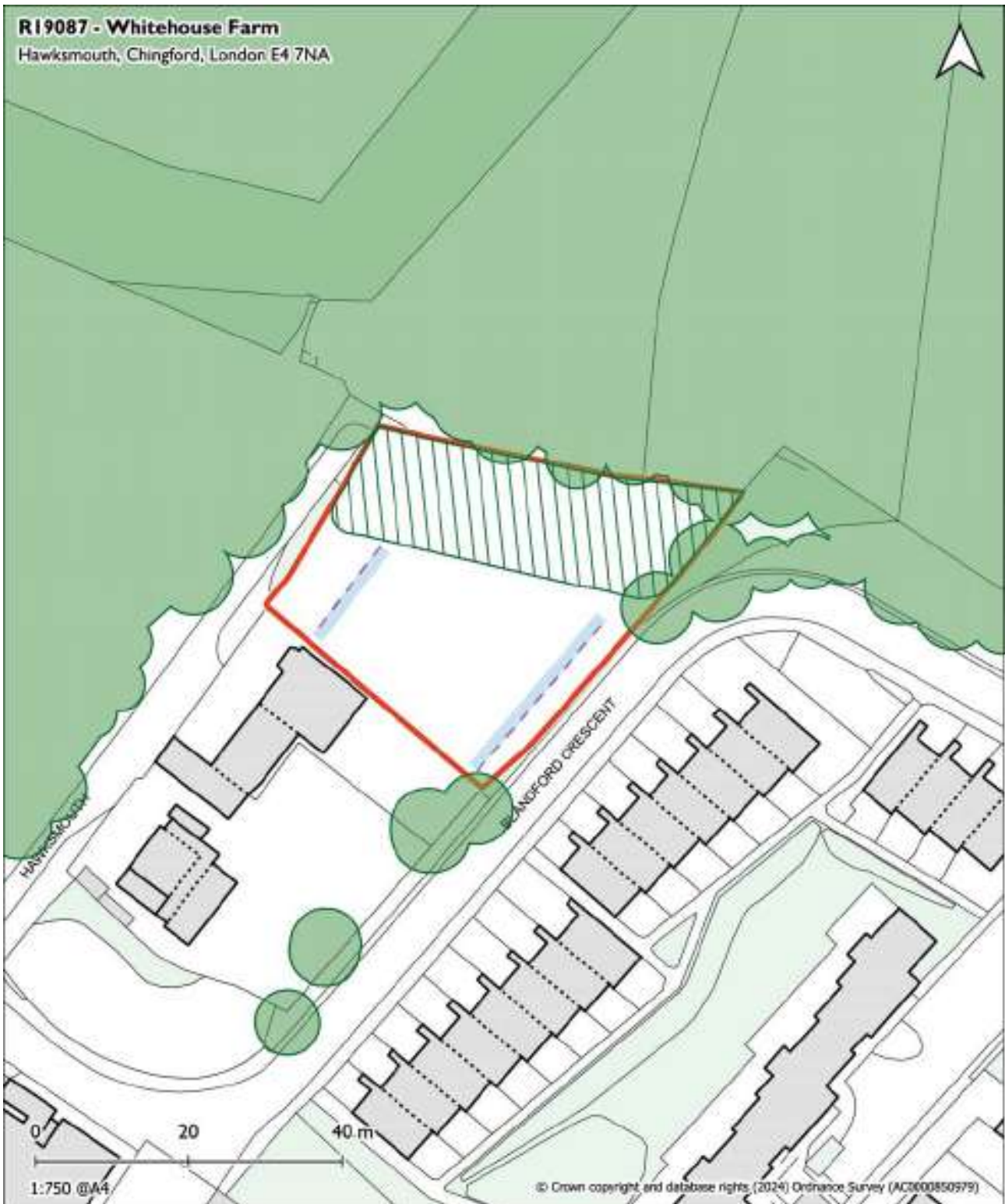
Whitehouse Farm (R19087) - Site Requirements

In order to secure planning permission, development proposals will be expected to

- A. Optimise the capacity of the site to deliver approximately 20 high quality, accessible, sustainable homes, including affordable housing.
- B. Provide well designed active residential ground-floor frontage onto Blandford Crescent, ensuring that this relates positively to the surrounding context and maximises natural surveillance to ensure community safety for all.
- C. Avoid harmful impacts on the sensitive edges associated with the residential uses that bound the site.
- D. Retain and enhance the adjacent tree with the Tree Protection Orders (TPOs) and significant and/or mature trees by incorporating them into the layout and landscape design, and suitably protecting them during construction and operation. This includes root protection as well as crown growth in proximity to buildings over the tree’s natural lifespan.
- E. Provide a development design that focuses on ensuring the proposed buildings, landscaping and infrastructure layout maximise on site green spaces and minimise access to Epping Forest SAC. Proposals must incorporate a 15m minimum deep non-amenity green space screening between the site and Epping Forest. Built development must not encroach into the area of land shown as 'non-developable' on the Site Boundary and Constraints Plan.

- F. Undertake a project level Habitats Regulations Assessment (HRA) setting out details of the proposed measures that would mitigate for urban effects to ensure no adverse impact on the Epping Forest Special Area of Conservation (SAC). This is required as the site is located within 400m of the Epping Forest SAC.
- G. Implement waste management measures for the site in accordance with the borough's Waste and Recycling Guidance for Developments strategy and the Exemplar Design Supplementary Planning Document (SPD), or any updates to these documents.

Whitehouse Farm (R19087) - Placemaking Plan



Please read in conjunction with the 'Placemaking Plan Key', which can be found at the end of the document.

Highams Court (R19088)



Please read in conjunction with the 'Site Boundary and Constraints Plan Key', which can be found at the end of the document.

Address:	1 Friars Close, Chingford, London E4 6UU		
Previous site reference:	N/A	Ward:	Larkwood
Site Size (Ha):	0.23	Ownership:	Private
Consent Status:	None	Planning Reference(s):	N/A
Planning Designations:	TPO; AQMA; CDA.		

Highams Court (R19088) - Site Allocation

Site Allocation

- A. Provide new homes and new and enhanced public realm and accessible, biodiverse green open space.

Indicative Capacities

- B. 45 homes

Potential Delivery Timescale

- C. Development of the site is expected to be completed in

2020-2025	2025-2030	2030-2035
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Character-led Intensification Approach

- D. Transition

Highams Court (R19088) - Site Requirements

In order to secure planning permission, development proposals will be expected to

- A. Optimise the capacity of the site to deliver approximately 45 high quality, accessible, sustainable homes, including affordable housing.
- B. Provide well designed active residential ground-floor frontage onto Larkshall Road, ensuring that this relates positively to the surrounding context, including the presence of existing mature street trees, and maximises natural surveillance to ensure community safety for all.
- C. Provide safe, well defined and well managed servicing and delivery access to the from Friars Close.
- D. Deliver new and enhanced greening and biodiversity throughout and around the site, including through the provision of tree planting, green spaces, and green roofs.
- E. Retain and enhance trees with Tree Protection Orders (TPOs) and significant and/or mature trees by incorporating them into the layout and landscape design, and suitably protecting them during construction and operation. This includes root protection as well as crown growth in proximity to buildings over the tree’s natural lifespan.

Highams Court (R19088) - Placemaking Plan



Please read in conjunction with the 'Placemaking Plan Key', which can be found at the end of the document.

The Brambles (R19117)



Please read in conjunction with the 'Site Boundary and Constraints Plan Key', which can be found at the end of the document.

Address:	20 Chingford Mount Road, Chingford, London E4 9AB		
Previous site reference:	N/A	Ward:	Larkwood
Site Size (Ha):	0.19	Ownership:	Private
Consent Status:	None	Planning Reference(s):	N/A
Planning Designations:	Locally Listed Building; TPO (adjacent); AQMA; CDA.		

The Brambles (R19117) - Site Allocation

Site Allocation

- A. Provide new homes, community facilities, new and enhanced public realm and accessible, biodiverse green open space.

Indicative Capacities

- B. 10 homes
- C. 750 sqm of community facilities, including potential place of worship

Potential Delivery Timescale

- D. Development of the site is expected to be completed in

2020-2025	2025-2030	2030-2035
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Character-led Intensification Approach

- E. Reinforcement

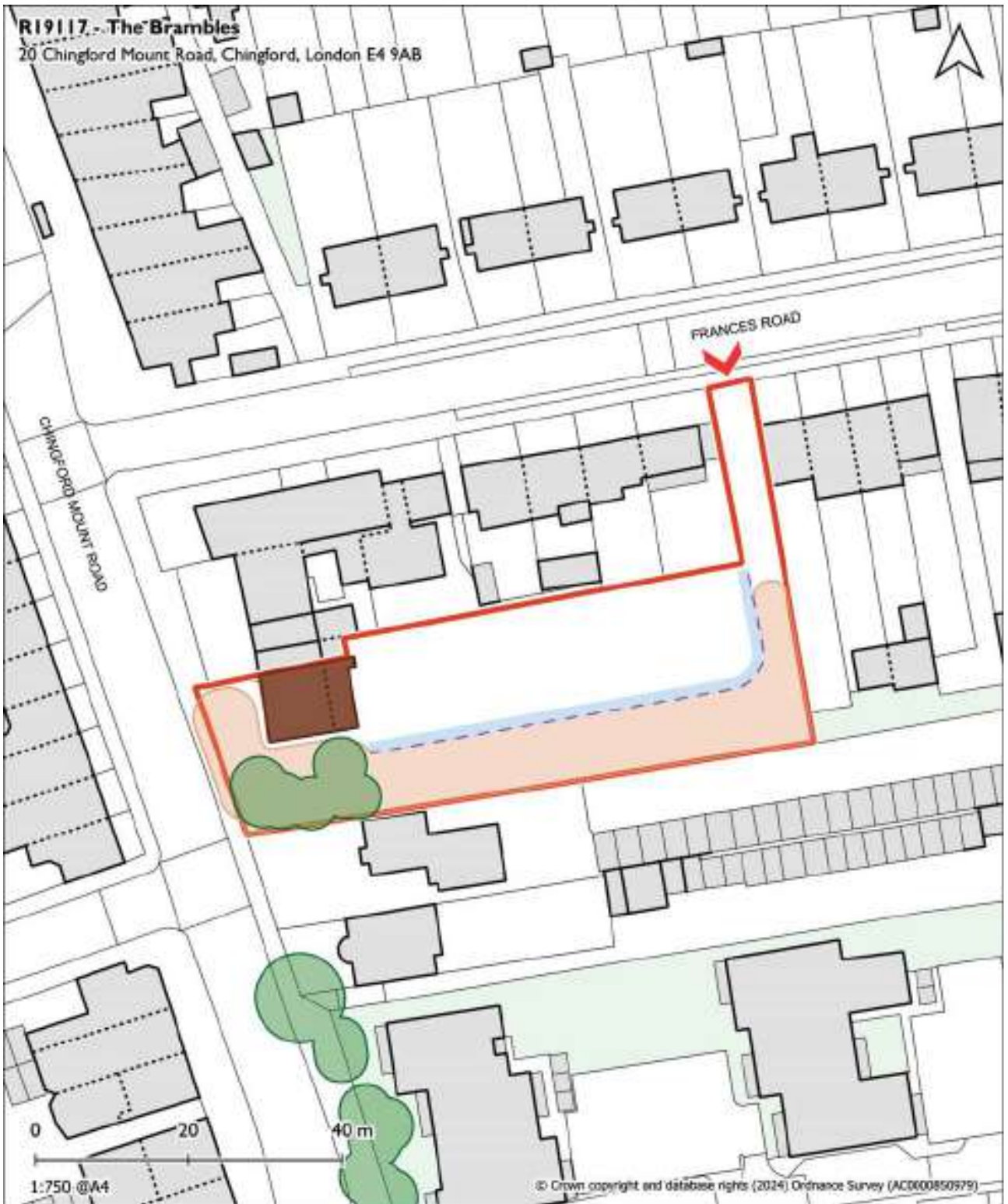
The Brambles (R19117)- Site Requirements

In order to secure planning permission, development proposals will be expected to

- A. Optimise the capacity of the site to deliver approximately 10 high quality, accessible, sustainable homes, including affordable housing.
- B. Provide new high quality, inclusive community facilities to contribute to meeting local community infrastructure needs. Uses that are considered to be particularly suitable for this site include a place of worship and/or a community centre.
- C. Provide well designed active community ground-floor frontage onto Chingford Mount Road, ensuring that this relates positively to the surrounding context and maximises natural surveillance to ensure community safety for all.
- D. Enhance the existing public realm on Chingford Mount Road and within the site to deliver a pedestrian-focused environment which is green, safe and accessible to all.
- E. Avoid harmful impacts on the sensitive edges associated with the residential uses that bound the site.
- F. Provide safe, well defined and well managed servicing and delivery access to the north of the site from Frances Road.

- G. Enhance existing pedestrian and cycling connectivity along Chingford Mount Road, ensuring that the segregated cycle lane is maintained and kept safe and accessible to all throughout construction.
- H. Explore options to reuse and restore the locally listed 20-22 Chingford Mount Road located on site into the design of any proposals, preserving the significance of its features of historic interest.
- I. Deliver new and enhanced greening and biodiversity throughout and around the site, including through the provision of tree planting, green spaces, and green roofs.
- J. Retain and enhance significant and/or mature trees by incorporating them into the layout and landscape design, and suitably protecting them during construction and operation. This includes root protection as well as crown growth in proximity to buildings over the tree's natural lifespan. Any unauthorised loss of trees will be required to be reinstated. The Biodiversity Net Gain and Urban Greening Factor will be calculated prior to any unauthorised loss of trees.
- K. Mitigate the impact of any localised poor air quality from Chingford Mount Road on the site through the appropriate design and siting of the buildings, the correct use of appropriate building materials, and responsive landscaping design and ecological buffers. The redevelopment of this site in accordance with Local Plan Part 1 policies relating to car free development and better management of servicing and deliveries will reduce the number of car-based trips, contributing to improved air quality locally and across the borough as a whole.

The Brambles (R19117) - Placemaking Plan



Please read in conjunction with the 'Placemaking Plan Key', which can be found at the end of the document.

Chingford Horticultural Society and adjacent site (R19121)



Please read in conjunction with the 'Site Boundary and Constraints Plan Key', which can be found at the end of the document.

Address:	86 and 100 Larkshall Road, Chingford, London E4 6PE		
Previous site reference:	N/A	Ward:	Endlebury
Site Size (Ha):	0.14	Ownership:	
Consent Status:	None	Planning Reference(s):	N/A
Planning Designations:	SINC; AQMA; CDA.		

Chingford Horticultural Society and adjacent site (R19121) - Site Allocation

Site Allocation

- A. Reprovide community facilities and provide new homes, new and enhanced public realm and accessible, biodiverse green open space.

Indicative Capacities

- B. 10 homes
- C. Non-residential uses, to be determined through detailed application

Potential Delivery Timescale

- D. Development of the site is expected to be completed in

2020-2025	2025-2030	2030-2035
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Character-led Intensification Approach

- E. Reinforcement

Chingford Horticultural Society and adjacent site (R19121) - Site Requirements

In order to secure planning permission, development proposals will be expected to

- A. Optimise the capacity of the site to deliver approximately 10 high quality, accessible, sustainable homes, including affordable housing.
- B. Reprovide community facilities to deliver facilities of an improved quality to contribute to meeting local community infrastructure needs.
- C. Provide well designed active community ground-floor frontage onto Larkshall Road, ensuring that this relates positively to the surrounding context and maximises natural surveillance to ensure community safety for all.
- D. Demonstrate that there would be no adverse impact on the amenity of future occupiers from noise, vibrations or light associated with the continued effective operation of the railway. Proposals should consider how effective landscaping can contribute to this, whilst retaining a sufficient easement between the railway and any buildings to enable access for maintenance and servicing.
- E. Enhance the existing public realm onto Larkshall Road to deliver a pedestrian-focused environment which is green, safe and accessible to all.

- F. Deliver new and enhanced greening and biodiversity throughout and around the site, including through the provision of tree planting, green spaces, and green roofs, ensuring that existing hardstanding is replaced with new green amenity.
- G. Retain and enhance significant and/or mature trees by incorporating them into the layout and landscape design, and suitably protecting them during construction and operation. This includes root protection as well as crown growth in proximity to buildings over the tree's natural lifespan.
- H. Design and site buildings and new green space to protect and enhance the integrity of the Chingford to Walthamstow Railside Site of Importance for Nature Conservation (SINC) and the associated Green Corridor to the east of the site.

Chingford Horticultural Society and adjacent site (R19121) - Placemaking Plan



Please read in conjunction with the 'Placemaking Plan Key', which can be found at the end of the document.

Garages at Hungerdown and St Egberts Way (R19122)



Please read in conjunction with the 'Site Boundary and Constraints Plan Key', which can be found at the end of the document.

Address:	Hungerdown and St Egberts Way, Chingford, London E4 6QH		
Previous site reference:	N/A	Ward:	Endlebury
Site Size (Ha):	0.10	Ownership:	Public
Consent Status:	None	Planning Reference(s):	N/A
Planning Designations:	TPO (adjacent); EFSAC (400m); AQMA.		

Garages at Hungerdown and St Egberts Way (R19122) - Site Allocation

Site Allocation

- A. Provide new homes, new and enhanced public realm and accessible, biodiverse green open space.

Indicative Capacities

- B. 5 homes

Potential Delivery Timescale

- C. Development of the site is expected to be completed in

2020-2035	2025-2030	2030-2035
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Character-led Intensification Approach

- D. Reinforcement

Garages at Hungerdown and St Egberts Way (R19122) - Site Requirements

In order to secure planning permission, development proposals will be expected to

- A. Optimise the capacity of the site to deliver approximately 5 high quality, accessible, sustainable homes.
- B. Provide well designed active residential, ground-floor frontage onto St Egberts Way, ensuring this relates positively to the surrounding context and maximises natural surveillance to ensure community safety.
- C. Avoid harmful impacts on the sensitive edges associated with the residential uses that bound the site.
- D. Enhance existing pedestrian and cycling connectivity through the site, linking St Egberts Way to Hungerdown.
- E. Retain and enhance significant and/or mature trees by incorporating them into the layout and landscape design, and suitably protecting them during construction and operation. This includes root protection as well as crown growth in proximity to buildings over the tree’s natural lifespan.
- F. Deliver new and enhanced greening and biodiversity throughout and around the site, including through the provision of tree planting, green spaces, and green roofs.

- G. Provide a development design that focuses on ensuring the proposed buildings, landscaping and infrastructure layout maximise on site green spaces and minimise access to Epping Forest SAC.
- H. Undertake a project level Habitats Regulations Assessment (HRA) setting out details of the proposed measures that would mitigate for urban effects to ensure no adverse impact on the Epping Forest Special Area of Conservation (SAC). This is required as the site is located within 400m of the Epping Forest SAC.
- I. Implement waste management measures for the site in accordance with the borough's Waste and Recycling Guidance for Developments strategy and the Exemplar Design Supplementary Planning Document (SPD), or any updates to these documents.

Garages at Hungerdown and St Egberts Way (R19122) - Placemaking Plan



Please read in conjunction with the 'Placemaking Plan Key', which can be found at the end of the document.

Ridgeway Hotel (R19123)



Please read in conjunction with the 'Site Boundary and Constraints Plan Key', which can be found at the end of the document.

Address:	115-117 The Ridgeway, Chingford, London E4 6QU		
Previous site reference:	N/A	Ward:	Endlebury
Site Size (Ha):	1.13	Ownership:	Private
Consent Status:	None	Planning Reference(s):	N/A
Planning Designations:	TPO (adjacent); AQMA; Parks (adjacent).		

Ridgeway Hotel (R19123) - Site Allocation

Site Allocation

- A. Renovation of the existing building to provide new homes and enhanced public realm with biodiverse landscaping.

Indicative Capacities

- B. 5 homes

Potential Delivery Timescale

- C. Development of the site is expected to be completed in

2020-2025	2025-2030	2030-2035
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Character-led Intensification Approach

- D. Reinforcement

Ridgeway Hotel (R19123) - Site Requirements

In order to secure planning permission, development proposals will be expected to

- A. Optimise the capacity of the site to deliver approximately 5 high quality, accessible, sustainable homes.
- B. Avoid harmful impacts on the sensitive edges associated with the residential uses that bound the site.
- C. Enhance the existing public realm The Ridgeway to deliver a pedestrian-focused environment which is green, safe and accessible to all.

Ridgeway Hotel (R19123) - Placemaking Plan



Please read in conjunction with the 'Placemaking Plan Key', which can be found at the end of the document.

Larkwood Leisure Centre and adjacent sites (R19079)



Please read in conjunction with the 'Site Boundary and Constraints Plan Key', which can be found at the end of the document.

Address:	175-179 New Road, Chingford ,London E4 9EY; E4 9EZ		
Previous site reference:	SA61	Ward:	Larkwood
Site Size (Ha):	4.05	Ownership:	Private
Consent Status:	Part resolution to grant	Planning Reference(s):	222505
Planning Designations:	TPO (adjacent); SINC; LGS*; LIGS (adjacent); AQMA; CDA; MOL (adjacent); Greenway (adjacent); HPNPA.		

Footnote to planning designations: *Part of this site is proposed through this document to be designated as a 'Local Green Space'. This is set out in more detail under 'Policy Map Changes'.

Larkswood Leisure Centre and adjacent sites (R19079) - Site Allocation

Site Allocation

- A. Reprovide the sports and leisure use and the early years facilities and provide new homes and commercial uses, new and enhanced public realm and accessible, biodiverse green open spaces, including the designation and protection of Local Green Space.

Indicative Capacities

- B. 280 homes
- C. 40,500 sqm non-residential uses

Potential Delivery Timescale

- D. Development of the site is expected to be completed in

2020-2025	2025-2030	2030-2035
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Character-led Intensification Approach

- E. Transition

Larkswood Leisure Centre and adjacent sites (R19079) - Site Requirements

In order to secure planning permission, development proposals will be expected to

- A. Designate and safeguard land to the east and south of the site as a Local Green Space (LGS), ensuring that no development occurs on this designation and that development references and responds to the conclusions and recommendations of the 2021 Ecological Appraisal on the LGS to preserve and enhance this ecological asset.
- B. Optimise the capacity of the site to deliver approximately 280 high quality, accessible, sustainable homes, including affordable housing.
- C. Reprovide the sports and leisure use and early years facility to deliver facilities of an improved quality to ensure local needs for sport, leisure and recreation opportunities and early years provision are met.
- D. Reprovide commercial uses of a size and scale that would support the new and local residential population, and which would complement rather than compete with the offering in nearby centres. Uses that are considered particularly suitable for this site

include local convenience retail and food and beverage uses. The quantum of uses should be informed through the detailed design process and an assessment of need should be made at the application stage.

- E. Provide well designed active commercial, community and residential ground-floor frontage onto New Road and the network of new streets and green spaces within the site, ensuring that these relate positively to the surrounding context, including the presence of existing mature street trees, and maximise natural surveillance to ensure community safety for all.
- F. Create new high quality public realm within the site in the form of a linear park connecting New Road and the wider community with Larks Wood and the newly designated Local Green Space. This public realm should promote a landscape-led design to account for level changes within the site, ensuring creating a pedestrian-focused environment that it is green, safe and accessible for all.
- G. Enhance existing pedestrian and cycling connectivity along New Road, and deliver new pedestrian and cycling connectivity through the site, linking New Road with Larks Wood.
- H. Deliver new and enhanced greening and biodiversity throughout and around the site, including implementing within the design an appropriate buffer zone of semi-natural habitat between the development and the ancient woodland, which, depending on the scale and impact of development, a minimum buffer should be at least 15 metres to avoid root damage and at least 50m for pollution or trampling.
- I. Deliver enhanced greening and biodiversity throughout the site through the provision of tree planting and green space, including implementing within the design an appropriate buffer zone of semi-natural habitat between the development and the ancient woodland, which, depending on the scale and impact of development, a minimum buffer should be at least 15 metres to avoid root damage and at least 50m for pollution or trampling.
- J. Avoid harmful impacts on the sensitive edges associated with the residential uses that bound the site.
- K. Design and site buildings and new green space to protect and enhance the integrity of the Larks Wood Site of Importance for Nature Conservation (SINC), and the associated Green Corridor, and the openness of the Larks Wood Playing Fields Metropolitan Open Land (MOL) to the south and east of the site.
- L. Retain and enhance significant and/or mature trees on site by incorporating them into the layout and landscape design, and suitably protecting them during construction and operation. This includes root protection as well as crown growth in proximity to buildings over the tree's natural lifespan.
- M. Mitigate the impact of any localised poor air quality from the New Road (A1009) on the site through the appropriate design and siting of the buildings, the correct use of appropriate building materials, and responsive landscaping design and ecological buffers. The redevelopment of this site in accordance with Local Plan Part 1 policies

relating to car free development and better management of servicing and deliveries will reduce the number of car-based trips based on the previous car-generating use, contributing to improved air quality locally and across the borough as a whole.

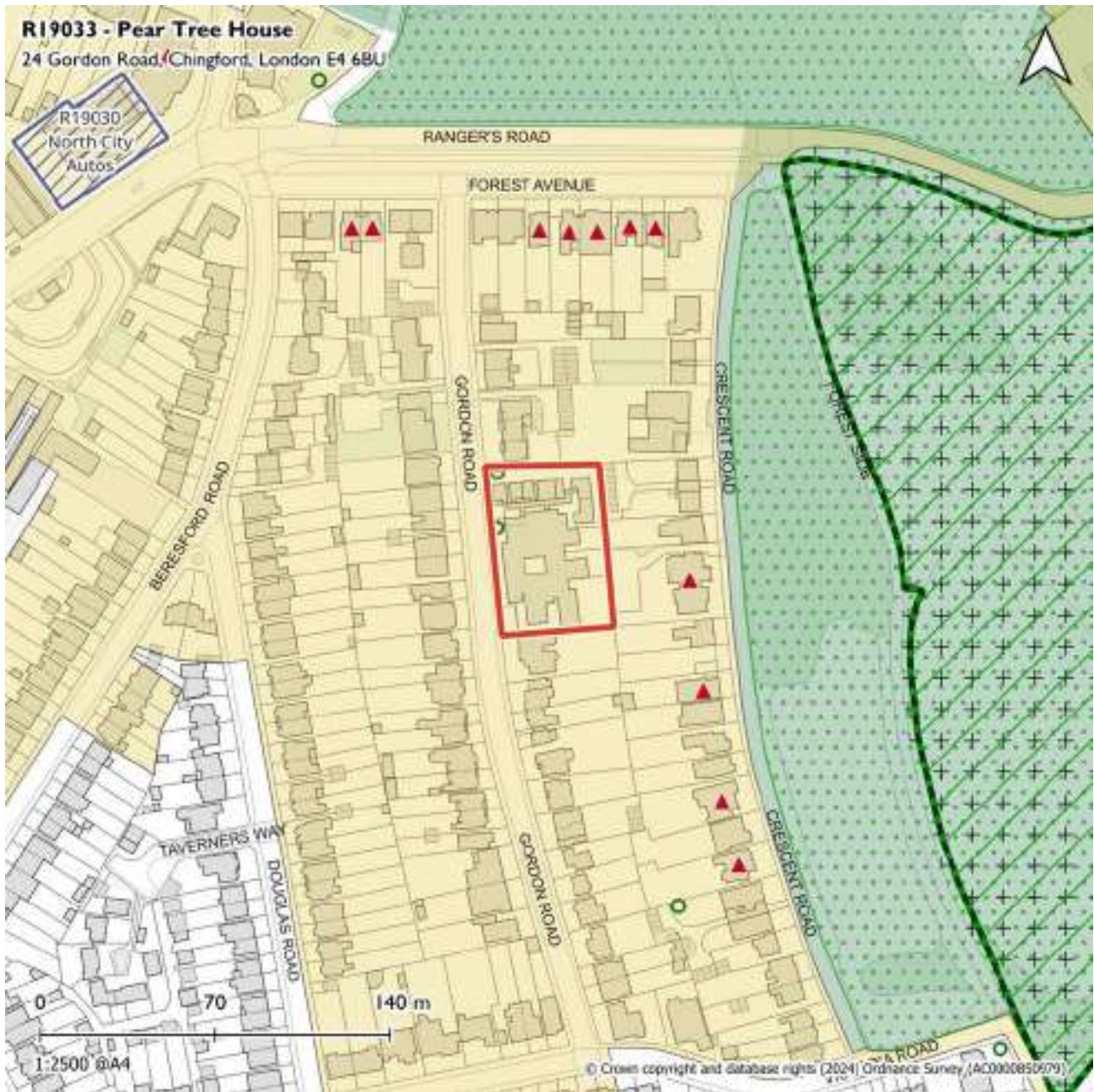
- N. Recognise that the site is adjacent to the Highams Park Neighbourhood Plan Area, and where possible to support the principles set out within it.

Larkwood Leisure Centre and adjacent sites (R19079) - Placemaking Plan



Please read in conjunction with the 'Placemaking Plan Key', which can be found at the end of the document.

Pear Tree House (R19033)



Please read in conjunction with the 'Site Boundary and Constraints Plan Key', which can be found at the end of the document.

Address:	24 Gordon Road, Chingford, London E4 6BU		
Previous site reference:	SA62	Ward:	Chingford Green
Site Size (Ha):	0.30	Ownership:	Private
Consent Status:	None	Planning Reference(s):	N/A
Planning Designations:	Conservation Area; Locally Listed Building (adjacent); TPO; EFSAC (400m); AQMA; MGB (adjacent); Green Corridor (adjacent).		

Pear Tree House (R19033) - Site Allocation

Site Allocation

A. Provide new homes and enhanced public realm with biodiverse landscaping.

Indicative Capacities

B. 20 homes

Potential Delivery Timescale

C. Development of the site is expected to be completed in

2020-2025	2025-2030	2030-2035
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Character-led Intensification Approach

D. Reinforcement

Pear Tree House (R19033) - Site Requirements

In order to secure planning permission, development proposals will be expected to

- A. Optimise the capacity of the site to deliver approximately 20 high quality, accessible, sustainable homes, including affordable housing.
- B. Provide well designed active residential ground-floor frontage onto Gordon Road, that relates positively to the surrounding context.
- C. Avoid harmful impacts on the sensitive edges associated with the residential uses that bound the site.
- D. Preserve or enhance the significance, setting and key views of the Station Road Conservation Area.
- E. Deliver new and enhanced greening and biodiversity throughout and around the site, including through the provision of tree planting, green spaces, and green roofs.
- F. Retain and enhance trees with Tree Protection Orders (TPOs) and significant and/or mature trees by incorporating them into the layout and landscape design, and suitably protecting them during construction and operation. This includes root protection as well as crown growth in proximity to buildings over the tree’s natural lifespan.
- G. Provide a development design that focuses on ensuring the proposed buildings, landscaping and infrastructure layout maximise on site green spaces and minimise access to Epping Forest SAC.

- H. Undertake a project level Habitats Regulations Assessment (HRA) setting out details of the proposed measures that would mitigate for urban effects to ensure no adverse impact on the Epping Forest Special Area of Conservation (SAC). This is required as the site is located within 400m of the Epping Forest SAC.
- I. Implement waste management measures for the site in accordance with the borough's Waste and Recycling Guidance for Developments strategy and the Exemplar Design Supplementary Planning Document (SPD), or any updates to these documents.
- J. Make contributions to mitigate for the loss of the community facility provision, planning for the provision of healthcare infrastructure in line with the borough's inclusive growth ambitions, as set out within the Infrastructure Delivery Plan.

Pear Tree House (R19033) - Placemaking Plan



Please read in conjunction with the 'Placemaking Plan Key', which can be found at the end of the document.

Gypsy, Traveller and Travelling Showpeople Sites

29.1 Local Plan Part 2 allocates the two existing sites for Gypsy and Travellers accommodation in the borough so that through the intensification of those sites the Council can meet identified need in at least the first five years of the Plan Period. Both sites are suitable for intensification, available, and achievable.

29.2 There are no known plots (either authorised or unauthorised) within the borough for Travelling Showpeople, and no evidence of need for plots.

Hale Brinks North (R19128)



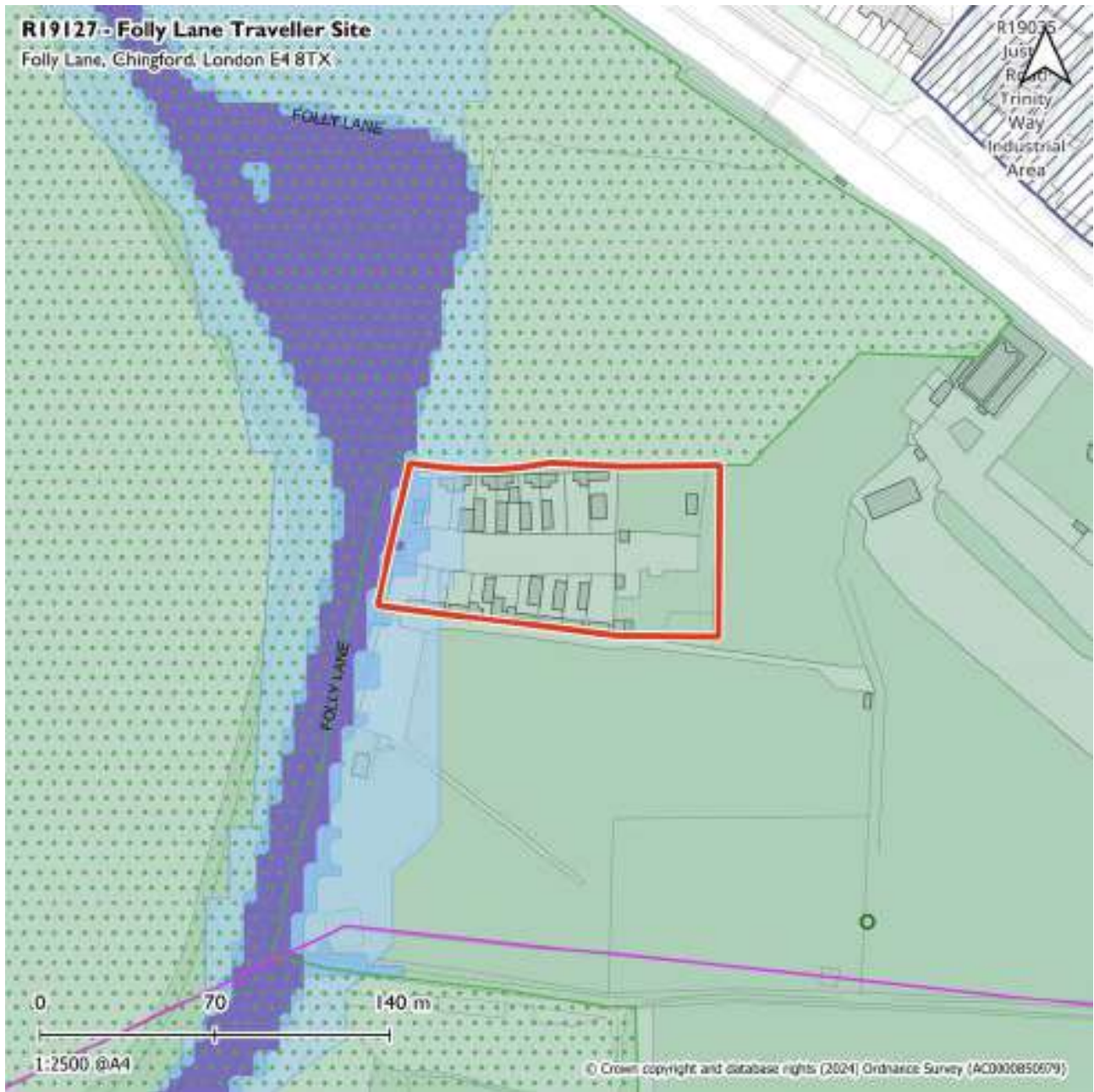
Please read in conjunction with the 'Site Boundary and Constraints Plan Key', which can be found at the end of the document.

Address:	Wadham Road, Walthamstow, London E17 4DY		
Previous site reference:	N/A	Ward:	Hale End and Highams Park
Site Size (Ha):	0.49	Ownership:	Private
Consent Status:	N/A	Planning Reference(s):	N/A
Planning Designations:	APA; EFSAC (adjacent); EFSAC (400m); SSSI; SINC; AQMA; CDA; MGB (adjacent); Green Corridor; HPNPA.		

Hale Brinks Traveller Site (R19128) - Site Allocation

- A. Provide additional pitches for Gypsies and Travellers to meet need
- B. Provide a development design that focuses on ensuring the proposed buildings, landscaping and infrastructure layout maximise on site green spaces and minimise access to Epping Forest SAC.
- C. Undertake a project level Habitats Regulations Assessment (HRA) setting out details of the proposed measures that would mitigate for urban effects to ensure no adverse impact on the Epping Forest Special Area of Conservation (SAC). This is required as the site is located within 400m of the Epping Forest SAC.
- D. Implement waste management measures for the site in accordance with the borough’s Waste and Recycling Guidance for Developments strategy and the Exemplar Design Supplementary Planning Document (SPD), or any updates to these documents.

Folly Lane Traveller Site (R19127)



Please read in conjunction with the 'Site Boundary and Constraints Plan Key', which can be found at the end of the document.

Address:	Folly Lane, Chingford, London E4 8TX		
Previous site reference:	N/A	Ward:	Higham Hill
Site Size (Ha):	0.83	Ownership:	Public
Consent Status:	N/A	Planning Reference(s):	N/A
Planning Designations:	SINC; AQMA; Flood Zone 2; Flood Zone 3a; Flood Zone 3b; MGB; LVRP; Greenway (adjacent).		

Folly Lane Traveller Site (R19127) - Site Allocation

- A. Provide additional pitches for Gypsies and Travellers to meet need.

Implemented Sites

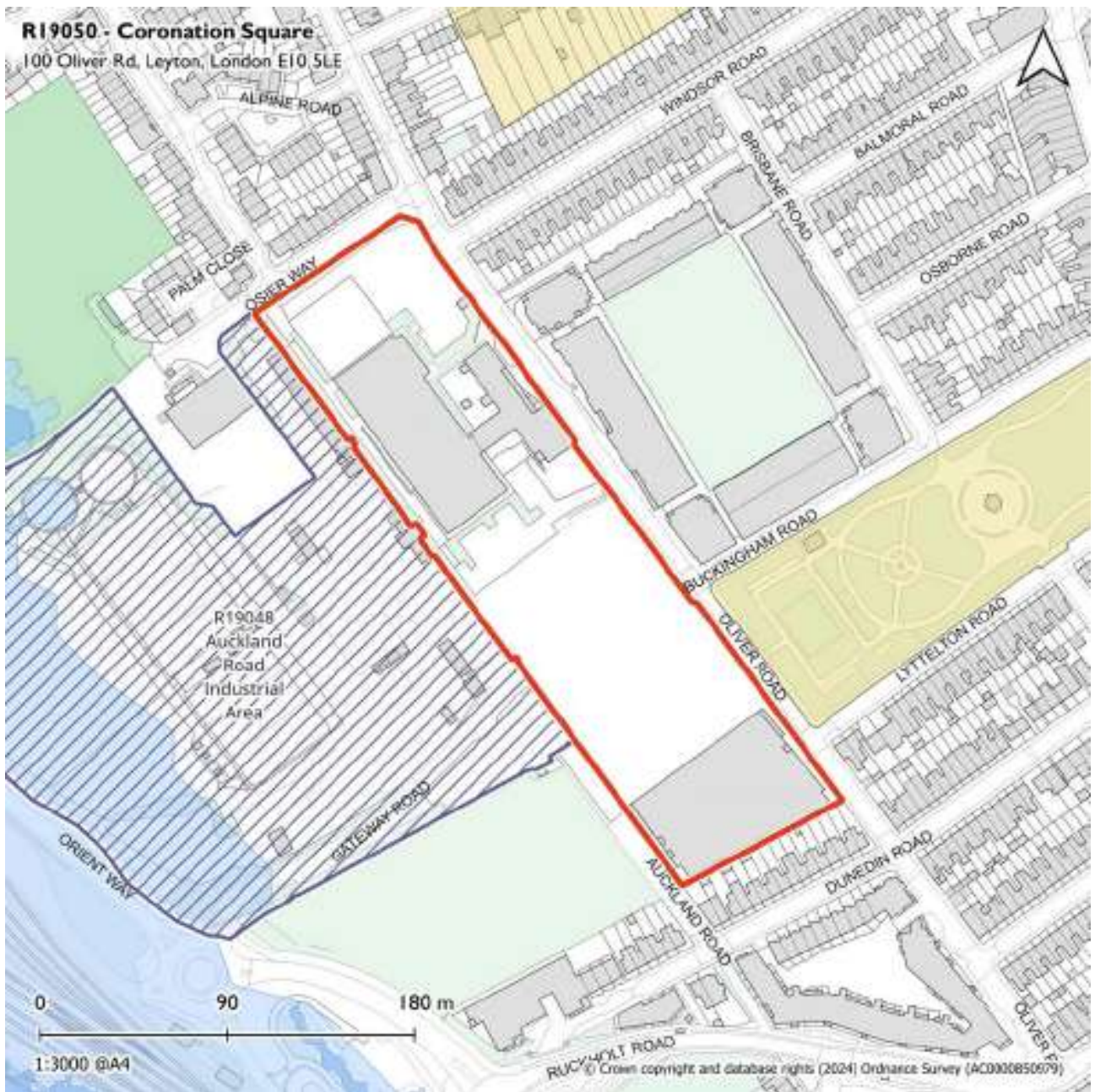
30.1 Some site allocations with planning consents have already been ‘implemented’, meaning that ‘material operations’ have taken place. Material operations cover activities such as the demolition of a building, the digging of a trench which is to contain the foundations, the laying of underground mains or pipes, and any work of construction in the erection of the building.

30.2 Given the advanced state of development of these sites, these sites are recorded separately from the majority of sites within Local Plan Part 2, with more limited information reflecting the details of the consented scheme rather than a full allocation.

30.3 Implemented sites have been included within Local Plan Part 2 to recognise the role that they will play in meeting housing need during the Plan Period (2020 – 2035), and to ensure that delivery of these sites will continue meet the Council’s expectations should any minor amendments be submitted to the consented scheme prior to site completion.

30.4 Please note that this only applies to implemented sites that are progressing. Stalled sites (which are technically implemented but are not progressing) will be treated as full allocations.

Coronation Square (R19050)

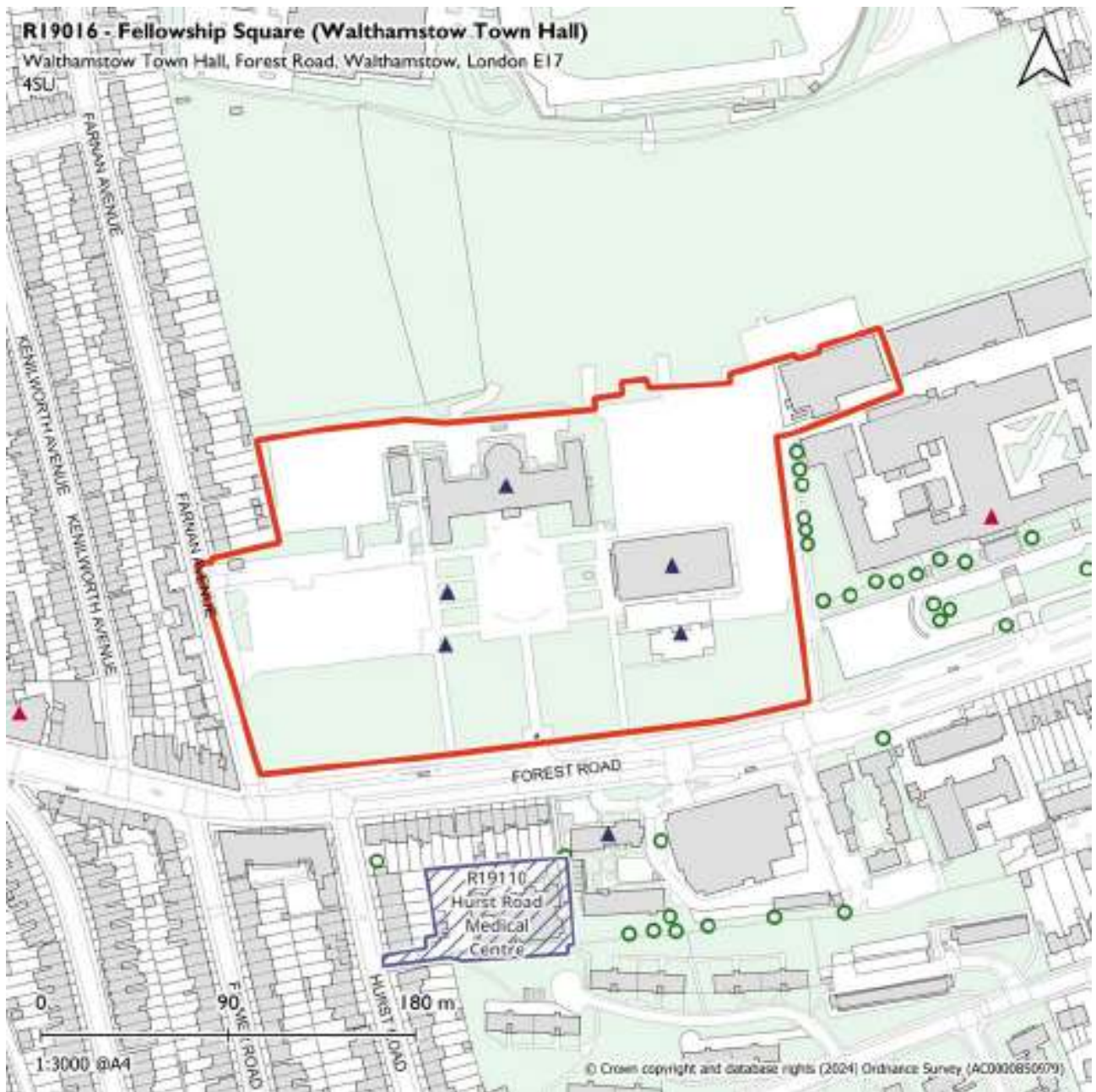


Please read in conjunction with the 'Site Boundary and Constraints Plan Key', which can be found at the end of the document.

Address:	100 Oliver Rd, Leyton, London E10 5LE		
Previous site reference:	SA04	Ward:	Leyton
Site Size (Ha):	3.02	Ownership:	Public
Consent Status:	Consented	Planning Reference(s):	193694 / 212178
Expected Completion Date	2026	Strategic Location	Leyton Strategic Location
Uses	<ul style="list-style-type: none"> ● 750 homes; ● 4,851sqm reprovision of new internal sports and leisure facilities; 		

	<ul style="list-style-type: none"> ● 1,141 sqm reprovision of community facilities; ● 988 sqm reprovision of nursery; ● 2,315 sqm new health centre; and ● 1,762 sqm of space for flexible retail, food and beverage.
<p>Key Benefits of Development to the Community:</p>	<ul style="list-style-type: none"> ● 750 new homes, 50% of which will be affordable; ● An enhanced indoor sports and leisure centre with community facilities; ● A new pre-school nursery; ● A new Health Hub; ● New retail, food and beverage amenities; New and enhanced biodiverse public realm, including a new public square; Improved pedestrian and cycling routes from Oliver Road and throughout the site; ● New District Heating Network providing more efficient energy.

Fellowship Square (Walthamstow Town Hall) (R19016)



Please read in conjunction with the 'Site Boundary and Constraints Plan Key', which can be found at the end of the document.

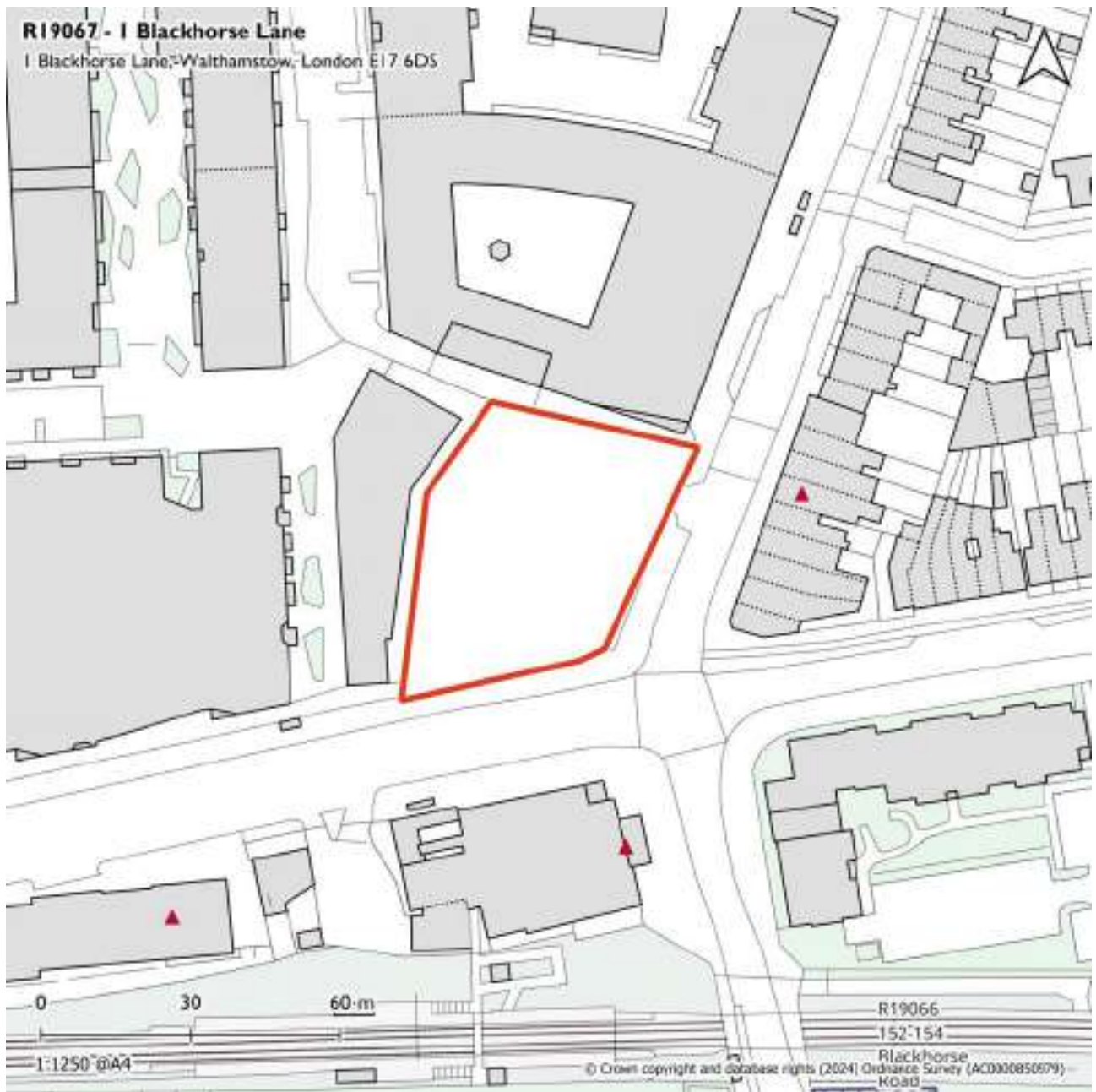
Address:	Waltham Forest Town Hall, Forest Road, Walthamstow, London E17 4SU		
Previous site reference:	SA37	Ward:	Chapel End
Site Size (Ha):	4.46	Ownership:	Public
Consent Status:	Consent Granted	Planning Reference(s):	210776
Expected Completion Date	2027	Strategic Location	Forest Road Strategic Location
Uses	● 433 homes		

- 4,438 sqm of non-residential uses

Key Benefits of Development to the Community:

- 433 new homes, 50% of which are affordable (by habitable room).
- A new Civic Building with ground floor café/restaurant space.
- A new cultural hub.
- High-quality new public realm including the Queen Elizabeth II Commemorative Garden and improvements to the War Memorial to provide a better space for memorial events.
- Over 200 new trees and play facilities on Chestnuts Field alongside an all-weather path around the perimeter.
- New landscaped wetlands on the western edge of Chestnuts Field, reducing flood risk and improving biodiversity and ecology
- A new crèche/nursery space.
- Refurbishment and reopening of the Assembly Hall.
- Car-free residential development with improved pedestrian and cycling routes from Forest Road and throughout the site

1 Blackhorse Lane (R19067)

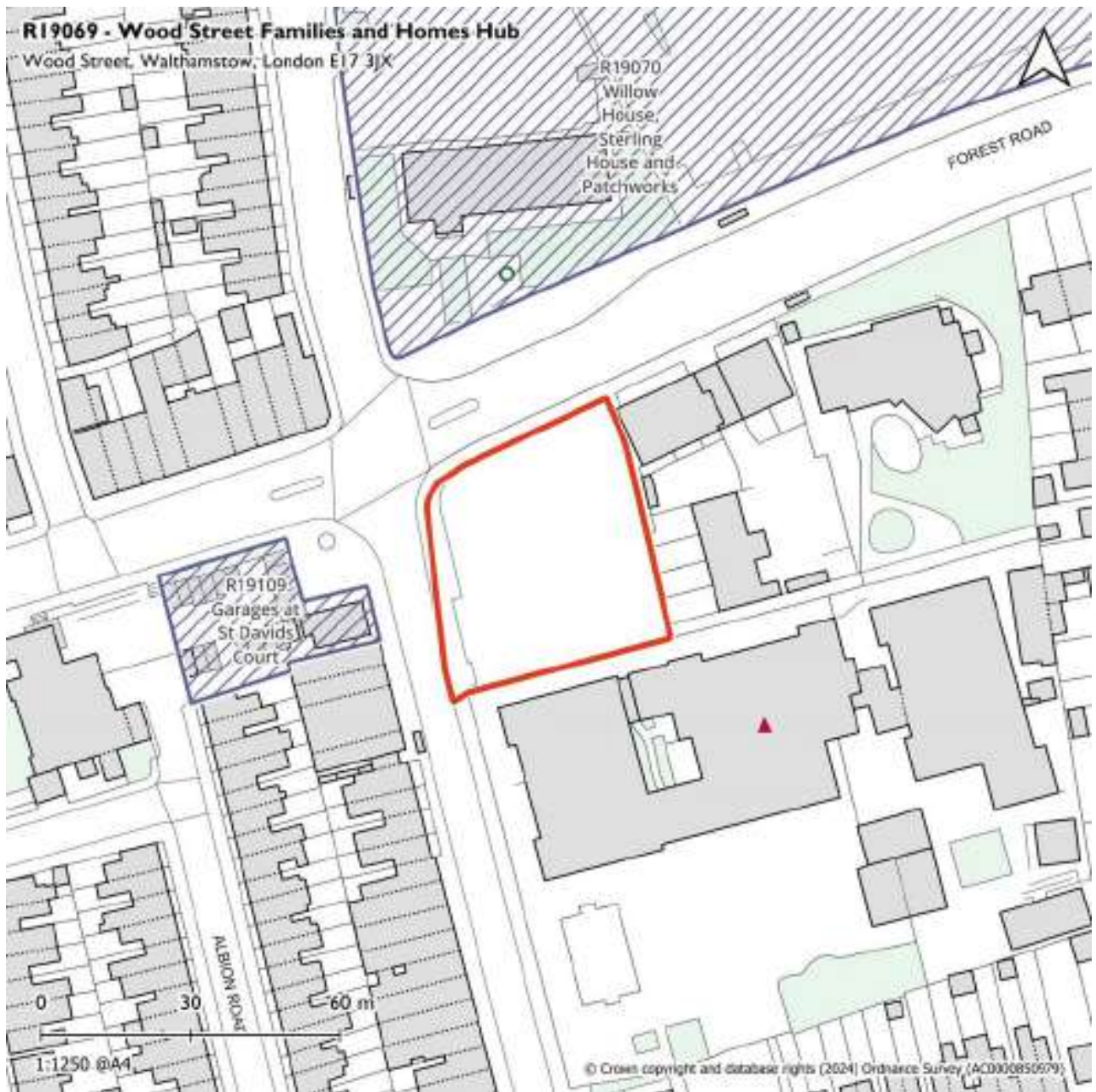


Please read in conjunction with the 'Site Boundary and Constraints Plan Key', which can be found at the end of the document.

Address:	1 Blackhorse Lane, Walthamstow, London E17 6DS		
Previous site reference:	SA33	Ward:	St James
Site Size (Ha):	0.23	Ownership:	Private
Consent Status:	Consented	Planning Reference(s):	222417/240359
Expected Completion Date	2026	Strategic Location	Blackhorse Lane Strategic Location

Uses	<ul style="list-style-type: none">● 321 shared living homes● 85 sqm retail floorspace● 991 sqm music venue
Key Benefits of Development to the Community:	<ul style="list-style-type: none">● New music and cultural venue.● 321 new shared living homes, diversifying the housing offer in the borough.

Wood Street Families and Homes Hub (R19069)



Please read in conjunction with the 'Site Boundary and Constraints Plan Key', which can be found at the end of the document.

Address:	Wood Street, Walthamstow, London E17 3JX		
Previous site reference:	SA36	Ward:	Upper Walthamstow
Site Size (Ha):	0.20	Ownership:	Public
Consent Status:	Consent Granted	Planning Reference(s):	210250
Expected Completion Date	2025	Strategic Location	Forest Road Strategic Location

Uses	<ul style="list-style-type: none"> ● 67 homes ● 750 sqm of new Families and Homes Hub ● 50sqm retail use
Key Benefits of Development to the Community:	<ul style="list-style-type: none"> ● A new Families and Homes hub in single modern, integrated and convenient setting. ● New retail unit at corner of Wood Street and Forest Road to enhance public realm. ● 67 (100%) new affordable homes. ● Biodiverse new residents garden. ● Improved landscape and public realm on Forest Road and Wood Street. ● Car-free residential development.

458 Forest Road (R19083)



Please read in conjunction with the 'Site Boundary and Constraints Plan Key', which can be found at the end of the document.

Address:	458 Forest Road, Walthamstow, London E17 4PZ		
Previous site reference:	N/A	Ward:	William Morris
Site Size (Ha):	0.22	Ownership:	Private
Consent Status:	Consent Granted	Planning Reference(s):	194037
Expected Completion Date	2025	Strategic Location	Other - Central Waltham Forest

Uses	<ul style="list-style-type: none">● 90 homes
Key Benefits of Development to the Community:	<ul style="list-style-type: none">● 90 new discount market homes for first time buyers living or working in Waltham Forest who would otherwise not be able to afford to buy a property in the borough.● Improved public realm to Forest Road.

Monitoring

31.1 Monitoring of Local Plan policies is essential to determine the extent to which it is delivering the Council's vision and objectives. Monitoring allows us to understand whether policies have worked as intended, and enables decisions to be taken that are well informed and grounded in an understanding of the effectiveness of policy based on evidence.

31.2 In accordance with Section 113 of the Localism Act 2011 and Section 35 of the Planning and Compulsory Purchase Act 2004, the Council must produce reports each year which assess the implementation of the Plan and the extent to which its policies and targets are being achieved. The Authorities Monitoring Report (AMR) is the principal mechanism by which the Council achieve this.

31.3 'Appendix 3 - Monitoring Indicators and Targets' in Local Plan Part 1 sets out the performance indicators and targets by which the progress of the Local Plan will be monitored.

31.4 The site allocations included within Local Plan Part 2, and the associated Policy 96 (Site Allocations), are contribute to a range of the targets identified within Appendix 3, and therefore the monitoring indicators in Local Plan Part 1 will be used to assess their efficacy.

31.5 Policy 95 (Monitoring Growth Targets) in Local Plan Part 1 sets out the key indicators that indicate that the Plan falls significantly behind the targets, and which would require the Council will undertake a full or partial review of the Plan in order to address the reason(s) for under-delivery.

31.6 In monitoring outcomes, a proactive approach will be used. Where necessary, new indicators will be created, which may include indicators to monitor trends at a local, regional and/or national level which have the potential to impact on the delivery of the Local Plan. In turn, obsolete indicators will be deleted or amended to meet changing circumstances in the way data is collated.

Glossary

Active residential frontage – Frontages of residential buildings where there is an active visual engagement between people in the street or nearby and the building itself. This can be established through high quality design, by creating overlooking, boundary treatments, and lighting, all of which should contribute to enhancing safety and perceptions of safety within the location. Areas for vehicles and servicing will generally not be appropriate for such frontages, unless design considerations dictate otherwise.

Active commercial / industrial frontage – Frontages of commercial buildings where there is an active visual engagement between people in the street or nearby and the building itself. This can be achieved through the use of the building, which should be accessible to a member of the public or which creates a ‘shopfront’ to the street showcasing the activity taking place. It can also be established through design consideration, such as the appearance of the building, boundary treatments, lighting. This should contribute to enhancing safety and perceptions of safety within the location. Areas for vehicles and servicing will generally not be appropriate for such frontages, unless design considerations dictate otherwise. For industrial uses, these should celebrate the aspect of making and creativity within the industrial use.

Active travel – Active travel is a mode of transportation which requires activity, such as walking or cycling.

Affordable housing – Housing for sale or rent, for those whose needs are not met by the market (including housing that provides a subsidised route to home ownership and/or is for essential local workers); and which complies with the definition of affordable housing for rent, starter homes, discounted market sales housing, other affordable routes to home ownership as set out in Local Plan Part 1.

Air Quality Focus Area (AQFA)

Air Quality Management Area (AQMA)

Affordable workspace – Workspace that is provided at rents maintained below the market rate for that space for a specific social, cultural, or economic development purpose.

Agent of Change principle – The principle places the responsibility of mitigating the impact of nuisances (including noise) from existing nuisance generating uses on proposed new development close by, thereby ensuring that residents and users of the new development are protected from nuisances, and existing uses are protected from nuisance complaints. Similarly, any new nuisance-generating development, for example a music venue, will need to put in place measures to mitigate noise impacts on existing development close by.

Amenity – The features of an area, place, open space, building or habitable room that contribute to its attractiveness and comfort. Harm can be caused to amenity through excessive overlooking or enclosure, loss of privacy, loss of outlook and loss of daylight and sunlight. The degree of harm will always be assessed on a case by case basis.

Archaeological Priority Area (APA)

Basement Impact Assessment – A site-specific report justifying a proposed basement development and considering its potential impacts on groundwater and surface water flows.

Biodiversity – The diversity of life on Earth which includes plants, animals, micro-organisms and bacteria.

Biodiversity Net Gain (BNG) – A measure that requires developers to enhance biodiversity by ensuring that any development results in a measurably positive impact in biodiversity compared to the pre-development state.

Borough Employment Area (BEA) – Land protected for employment generating uses.

Buffer Zone – An area of land adjacent to waterways, railways or other protected features identified to be kept free of any permanent structures.

Build to Rent – Purpose built housing that is typically 100% rented out. Schemes will usually offer longer tenancy agreements of three years or more, and will typically be professionally managed stock in single ownership and management control.

Climate Action Plan – A comprehensive strategy or plan designed to address and mitigate the impacts of climate change within a specific area through reducing greenhouse gas emissions and related climatic impacts.

Community facilities – Buildings which enable a variety of local activity to take place including, but not limited to, the following: schools and other educational facilities; libraries and community centres; doctors' surgeries, medical centres and hospitals; museums and art galleries; child care centres; sport and recreational facilities; youth clubs; playgrounds; places of worship; emergency services. Some community activities can also be provided via privately run facilities (e.g. pubs and shops).

Community safety – An aspect of our quality of life in which individuals and communities are protected from, equipped to cope with, and have increased capacity to resist, crime and anti-social behaviour.

Comparison retail – Shopping provision for things like clothes, electrical items, household and leisure goods. Comparison goods are bought relatively infrequently, so consumers usually evaluate prices, features and quality before making a purchase.

Conservation Area – An area of special architectural or historic interest where it is desirable to preserve or enhance the character or appearance.

Convenience retail – Shopping provision for everyday essential items like food, drink, newspapers and confectionery.

Creative Enterprise Zone (CEZ) – A Mayor of London initiative to establish clusters of creative production, which provide affordable premises and enterprise-related incentives for artists and creative businesses, pro-culture planning and housing policies, and offer career pathways and creative jobs for local communities and young people. In Waltham Forest, Blackhorse Lane is a designated Creative Enterprise Zone.

Creative industries – Industries which have their origin in individual creativity, skill and talent and which have a potential for wealth and job creation through the generation and exploitation of intellectual property.

Critical Drainage Area (CDA)

District Heat Network – A distribution system that provides heat from centralised energy centres or waste heat sources and delivers it to a number of domestic and/or non-domestic buildings via insulated pipework carrying hot water.

Enjoy Waltham Forest - A programme to reduce our dependency on cars in favour of increased walking, cycling and public transport, using funding from various sources to tackle key issues surrounding road safety, air quality and public health.

Environment Agency (EA) - An environmental regulatory authority formed in 1996, combining the functions of the former National Rivers Authority, Waste Regulation Authorities and Her Majesty's Inspectorate of Pollution.

Epping Forest Special Area of Conservation (EFSAC) - Epping Forest's designated conservation area that requires special protection measures to preserve its natural environment.

Evidence base - A collective term for technical studies and background research that provides information on key aspects of social, economic and environmental characteristics of the borough. This enables the preparation of a sound development plan to meet the objectives of sustainable development.

Floodplain - Flat or nearly flat land adjacent to a stream or river that experiences occasional or periodic flooding.

Flood Risk Assessment (FRA) - An evaluation of the risk of flooding in a certain area associated with a development and measures to mitigate that risk.

Fluvial flood risk – The risk of flooding when significant rainfall falls for an extended period of time, resulting in the rivers water level rising to the point where it exceeds capacity and overflows onto surrounding land.

Greater London Authority (GLA) - The GLA is the strategic citywide government for London. It is made up of a directly elected Mayor (the Mayor of London) and a separately elected Assembly (the London Assembly).

Green corridor – Relatively continuous areas of open space leading through the built environment, which may link to each other and to the Green Belt or Metropolitan Open Land. They often consist of rivers, railway embankments and cuttings, roadside verges, canals, parks, playing fields and extensive areas of private gardens. They may allow animals and plants to be found further into the built-up area than would otherwise be the case and provide an extension to the habitats of the sites they join.

Green infrastructure – Is a strategically planned and delivered network of high quality green spaces and other environmental features.

Green roofs – A self-regenerating, cladding or roofing system using natural materials and planting.

Groundwater flood risk – The risk of flooding from water under the ground (the water table) rising to the surface. Underground rooms, such as cellars and basements, are particularly at risk.

Habitat Regulations Assessment (HRA) - An assessment undertaken for plans and projects which have the potential to affect European sites of nature conservation importance.

Highams Area of Special Character (HASC)

Highams Park Neighbourhood Plan Area (HPNPA)

Implemented site – A site with planning consent where ‘material operations’ have taken place. Material operations cover activities such as the demolition of a building, the digging of a trench which is to contain the foundations, the laying of underground mains or pipes, and any work of construction in the erection of the building.

Industrial uses – These encompass light industrial; general industry, storage and distribution uses; waste management, secondary materials and aggregates; utilities infrastructure (such as energy and water); land for sustainable transport functions including intermodal freight interchanges, rail and bus infrastructure; wholesale markets; emerging industrial-related sectors; flexible hybrid industrial space; low cost industrial and related space for small and medium enterprises (SMEs); research and development of industrial and related products or processes; and uses ancillary to the above.

‘Industry first’ principles – The requirement for industrial uses to be prioritised in the first phase of development, ensuring for a ‘net positive’ phasing strategy and, ideally, a single decant of existing businesses.

Infrastructure - A collective term for physical structures, facilities and services needed by the community, for example, buildings, roads, power supplies, health, sports and education facilities, village halls, doctors’ surgeries, churches and open space.

Infrastructure Delivery Plan (IDP) - A plan outlining the infrastructure needed to support and sustain new developments including social, physical, and green infrastructure. The IDP sets out what is needed, where it is needed and when it is needed. It then provides an update on the delivery of the required infrastructure to date.

Infrastructure Funding Statement (IFS) - A statement outlining the funding sources and mechanisms for infrastructure required to support development.

Lee Valley Regional Park - Area of open space covering 26 miles along the banks of the River Lea, providing sports and leisure venues, heritage sites, gardens, nature reserves and riverside trails.

Lea Valley Opportunity Area (LVOA)

Listed Building (LB)

Local Green Space (LGS) – A designation that can be made through local and neighbourhood plans to protect local green areas of particular importance to local communities, as set out within the NPPF. The LGS must be in reasonably close proximity to the community it serves; be demonstrably special to a local community and hold a particular local significance; and be local in character and not an extensive tract of land.

Locally Listed Building (LLB)

Locally Important Geological Site (LIGS)

Locally Significant Industrial Site (LSIS) – An industrial area that is important to the local economy. LSIS are predominantly industrial sites and complement the borough's Strategic Industrial Location (SIL) areas.

Local Nature Reserve (LNR)

Local Retail Parade (LRP)

London Plan - The London Plan is the spatial development strategy for Greater London, which is produced by the Mayor of London. The London Plan referred to within this Local Plan was published in 2021, and forms part of the statutory development plan for Waltham Forest.

Material consideration - A matter that should be taken into account in deciding a planning application or on an appeal against a planning decision.

Material operations – Activities such as the demolition of a building, the digging of a trench which is to contain the foundations, the laying of underground mains or pipes, and any work of construction in the erection of the building. These mean that a consent on a site has been implemented.

Metropolitan Green Belt (MGB) – An area of countryside or land that is protected from inappropriate development in order to prevent the sprawl of existing built-up areas and to protect the openness of the countryside. Green Belts are not designated for their beauty or character, although there are many areas of high landscape quality within the Green Belt. The Metropolitan Green Belt is the protected open space that surrounds Greater London.

Metropolitan Open Land (MOL) – Extensive areas of land bounded by urban development around London that fulfils a similar function to Green Belt and is protected from inappropriate development by land-use planning policies.

National Planning Policy Framework (NPPF) - The government's policies for planning and development in England. This Plan has been written in accordance with the NPPF published in 2021.

Neighbourhood Retail Parade (NRP)

Nomination agreement – see Purpose Built Student Accommodation nomination agreement.

Pedestrian – Any person who travels by foot or a wheeled conveyance that is not a bicycle, including scooters, wheelchairs and other mobility devices. Pedestrian connectivity as referred to in this Plan must be accessible for all.

Play Street – An urban street closed to traffic during specified times and sometimes equipped with recreational facilities, for use by children as a play area.

Plan Period - This is the time frame the Local Plan covers. This Plan covers the period 2020-2035.

Pluvial flood risk – The risk of flooding caused by intense and/or prolonged rainfall which overwhelms the capacity of the drainage system, which typically occurs in areas of extensive hardstanding. It is sometimes referred to as surface water flood risk.

Primary Shopping Area (PSA)

Public realm – The space between and within buildings that are publicly accessible including streets, squares, forecourts, parks and open spaces. These environments should be car free, and should include green amenity, enhance biodiversity, and be safe and accessible to all.

Purpose Built Student Accommodation (PBSA) – define as per the Local Plan. Should specify that where states that appropriate to explore, this is not in addition to the number of homes, but rather assumed to come out of it.

Purpose Built Student Accommodation (PBSA) nomination agreement – An agreement in place from initial occupation with one or more higher education providers, to provide housing for its students, and to commit to having such an agreement for as long as the development is used for student accommodation.

Quantum – The allowed amount.

Reprovide – As set out in this Plan, the requirement to reprovide covers both the complete provision (demolition and provision of a new building) and the retention and enhance of an existing facility. The appropriate strategy should be determined through detailed design work at the application stage and through entering into an agreement with the Council and any relevant service providers.

Riparian - The riparian area refers to the interface between land and a river or stream.

School Street – An initiative to create safer streets for everyone by reducing traffic and improving local air quality. It involves temporarily closing one or more roads surrounding a school to most vehicles for a short period at the start and end of the school day.

Segregated cycle path – A cycleway that is located separately from the road. Where the provision is on the road but allocated a specific space, this is stated in this Plan as 'on-road'.

Servicing and Delivery Plans – A plan to manage loading, unloading and refuse collection facilities. The provision of separate off-street areas for servicing within the confines of each site will normally be required. Servicing and delivery facilities need to be designed to not impede road safety and to minimise conflicts with other street activities in particular pedestrian and cycle movement.

Site of Importance for Nature Conservation (SINC) – A non-statutory designation which seeks to protect areas of high wildlife value at a local level.

Site of Special Scientific Interest (SSSI) – A conservation designation denoting a protected area in the United Kingdom relating to nature and geological conservation.

Social Infrastructure - A wide variety of services that are essential to the sustainability and wellbeing of a community. This includes educational facilities, health services, sports and leisure facilities, libraries, jobs brokerage centres, community space and faith facilities, cultural facilities and meeting rooms, halls and pubs.

Special Area of Conservation (SAC) - A site defined in the European Union's Habitats Directive (92/43/EEC), also known as the Directive on the Conservation of Natural Habitats and of Wild Fauna and Flora to protect habitats and species.

Special Protection Area (SPA) - A site designated under the European Union Directive on the Conservation of Wild Birds.

Stepped cycle path - A cycleway that is built higher than the carriageway, but lower than the footway: at an intermediate height, between the two. Sometimes referred to as a 'hybrid' cycle track.

Strategic Environmental and Sustainability Appraisal (SEA/SA) - This is a systematic and continuous assessment of the social, environmental and economic effects of strategies and policies contained in development plans.

Strategic Heat Main – A large scale district heat network, that transmits significant amounts of heat, typically from large waste heat sources such as Energy from Waste plants, over longer distances, often connecting together district or development level heat networks and/or large consumers.

Strategic Industrial Location (SIL) – An industrial area identified in the London Plan as being of strategic importance for industrial, logistics and related employment uses that support the functioning of London's economy.

Suitable Alternative Natural Greenspaces (SANGs) - Areas that are designated with the aim of protecting a Special Protection Area (SPA), Sites of Special Scientific Interest (SSSI) or Special Areas of Conservation (SAC) from recreational pressures by providing alternative green space to attract people away from the sites that need protecting.

Supplementary Planning Documents (SPDs) - A Local Development Document that may cover a range of issues, thematic or site specific, and provides further detail of policies and proposals in a 'parent' Development Plan Document.

Sustainability Appraisal - See Strategic Environmental and Sustainability Appraisal (SEA/SA).

Town centre – Areas defined in the local plan occupied by Main Town Centre uses providing a range of commercial, cultural, and civic activities, including shopping, leisure, entertainment, culture and social and community facilities.

Town centre uses – Defined as ‘Main Town Centre Uses’ within the National Planning Policy Framework (NPPF), within this Local Plan appropriate town centre uses for Waltham Forest are considered to include retail development; leisure, entertainment and more intensive sport and recreation uses (including cinemas, restaurants, bars and pubs, night-clubs, health and fitness centres, indoor bowling centres, and bingo halls); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls), as well as social and community infrastructure.

Townscape – The configuration of buildings and the space between them.

Transport for London (TfL) - One of the GLA group of organisations, accountable to the Mayor, with responsibility for delivering an integrated and sustainable transport strategy for London.




Tree Preservation Order (TPO) - Usually made by a local planning authority to protect specific trees (or a particular woodland) from deliberate damage and destruction, which could include felling, lopping, topping, uprooting or otherwise wilful damage.

Zone of Influence – An area for identified as appropriate for a future district heat network expansion in conjunction with the development of a future Strategic Heat Main extension into the borough.

Plan Keys

Site Boundary and Constraints Plan Key

Site Allocations

-  Site Allocations
-  Non-developable Areas
-  Other Site Allocations

Nature Conservation

-  Epping Forest Special Area of Conservation (EFSAC)
-  Ramsar or Special Protection Area (SPA)
- + + Site of Special Scientific Interest (SSSI)
-  Site of Importance for Nature Conservation (SINC)

Green Infrastructure

-  Local Nature Reserve
-  Local Green Space
-  Tree Preservation Order (TPO)

Heritage

-  Listed Buildings
-  Locally Listed Buildings
-  Conservation Areas

Flood Risk










-  Flood Zone 2
-  Flood Zone 3a
-  Flood Zone 3b

Other





-  Metropolitan Green Belt (MGB)
-  Metropolitan Open Land (MOL)
-  Overhead Power Transmission Cable

Placemaking Plan Key


Connectivity, Movement, Access and Servicing

-  Pedestrian and cycling routes
-  Preferred location for access, servicing and deliveries
-  On-site route for access, servicing and deliveries
-  Area safeguarded for bus standing/turning
-  New bridge connection
-  National Rail station
-  Proposed Ruckholt Road station
-  London Underground station
-  London Overground station

Green and Blue Infrastructure, public realm and landscaping

-  Green Buffer
-  Existing trees and greening
-  Public realm and public open space enhancements
-  Rivers or brooks to be enhanced

Land Uses and Built Form

-  Ground floor active frontage - town centre, commercial, industrial and retail uses
-  Ground floor active frontage - residential use
-  Building line
-  Retained on-site buildings of placemaking importance
-  Retained on-site buildings of heritage value
-  On-site social/health/educational land uses
-  Areas of Change - proposed LSIS
-  Areas of Change - Enhanced SIL
-  Preferred location for covered waste facility
-  Important on-site boundaries
-  Asset protection areas restricted from development



Waltham Forest