

# LEA BRIDGE STATION SITES FAQs

## BACKGROUND

### **1. Why is this development needed?**

This development is proposed to provide much needed housing of which 50% will be affordable, and commercial and cultural uses in the borough on land that is within the control and ownership of the Council.

There is a housing shortage across the capital and the Draft Waltham Forest Local Plan the Council is aiming for approximately 1800 new homes to be delivered every year.

### **2. Why have you chosen these sites for development?**

The reopening of Lea Bridge station means that these sites present a significant opportunity for new residential-led mixed use development. The Mayor's London Plan supports high density development around transport hubs due to the good sustainable transport connections that new residents can benefit from.

The location also coincides with '15-minute neighbourhoods' whereby everyone who lives in the borough should be able to meet most, if not all of their needs within a short walk, using public transport or a short bike ride from their home to help them live a fulfilling and healthy life within their local area.

As part of the proposals, the Council is also seeking to improve the station entrance and access so that it can meet future increased footfall projections, and create a new 'station place' with a new public realm area alongside small retail units. Residential development on these sites will also enable this improvement to be funded.

The Council wants to change the existing feel of the space from what is there now - a busy junction with adjoining underused parcels of land - to a new local centre that existing and new residents can enjoy. This will also coincide with improvements to the junction as part of the Enjoy Waltham Forest works.

### **3. Are there any other sites that could be developed on instead?**

The Council owns the freehold of these parcels of land therefore this is a significant opportunity for the Council to develop the sites to provide a high proportion of much needed affordable housing, plus commercial and cultural uses that will benefit existing residents as well as new residents and visitors.

The Council is examining a range of sites that may have potential for housing development in order to help address the shortage. The financial constraints that the Council faces (including budget cuts by Central Government of around 45%) limit the ability to purchase land and develop housing on alternative sites not in Council ownership. Whilst the Council holds Compulsory Purchase powers, this is a complicated, expensive and lengthy process.

### **4. Could the Council develop land on nearby industrial estates instead?**

Through the initial public engagement exercise some residents queried whether alternative sites could be found for housing development, particularly low density sites in industrial areas. It is important to recognise that these sites provide important industrial, business, and employment uses and any development would need to take account of this. Argall, Rigg and Lammas Industrial Estates in the Lea Bridge area are designated Strategic Industrial Land (SIL) which means that the current industrial

use is protected under planning policy. However, the GLA and the Council are investigating how SIL can be intensified through the production of the Lea Bridge Gateway Masterplan. However, this process will take time.

#### **5. When will development on the three Lea Bridge Station Sites start?**

The Council has entered into a Development Agreement with London Square. A planning application for these sites was submitted in August 2021. The construction and phasing of delivery is yet to be confirmed but it is anticipated that the scheme will be constructed between 2022-2025.

#### **6. How long will development of these sites take?**

Initial estimates suggest it will take three years to complete all three sites, which would likely result in works completing towards the end of 2025. The construction and phasing of delivery is yet to be confirmed but it is anticipated that the scheme will be constructed between 2022-2025, and likely that the sites will be developed simultaneously, rather than in phases.

The Council will provide updates once further detail is known.

#### **7. Who have you appointed as developer to deliver the scheme?**

Following a robust procurement process, London Square was successful in its bid to become our Development Partner for this site and has entered into a Development Agreement with the Council to deliver the scheme.

Founded in 2010, London Square focuses solely on London and its surrounding areas, and specialises in developing homes that truly enhance the capital, delivering much needed high quality housing and responding to the needs of its residents. London Square strongly believes that the most efficient way of meeting London's housing demand is through the public and private sectors working together, making best use of the strengths of both.

London Square Partners has formed highly effective relationships with housing providers such as Peabody, Clarion, and the London Borough of Waltham Forest. These trusted partnerships enable London Square Partners to create high quality housing in mixed tenure developments. The schemes are inclusive and welcoming, bringing new life to areas and supporting existing communities, while at the same time respecting the local history and environment.

#### **8. How much of a say do residents have in the final proposals for these sites?**

The Council wanted local residents, businesses and community groups to have a say in how this scheme was developed, and undertook an early stage initial public engagement exercise. A full report of the public engagement exercise, which consolidates feedback from all the events and meetings held with the local community to date, as well as the Council's response, can be found here:

[www.walthamforest.gov.uk/3StationSites](http://www.walthamforest.gov.uk/3StationSites)

The purpose of this early engagement which dates back to late 2016/ early 2017 was to understand local residents' and businesses' views about the proposals and use this to inform the Development Brief.

Through the process of choosing a development partner the design proposals have been developed to an advanced stage, these were based on the Development Brief and the Council's requirements.

London Square has worked hard to deliver the aspirations in the Development Brief. The Summer 2021 public consultation was an opportunity to share London Square's proposals, listen to public feedback, and answer any questions people had.

London Square and the Council have listened to all of the feedback given and believe that all of the concerns and questions raised have been addressed in the planning application. London Square has tried hard to ensure that long-standing concerns are addressed – for example – London Square is working to preserve three mature trees on Site 2, and plan to plant a mix of mature trees and saplings to maximise the maturity of the trees that will be on the sites following development.

London Square and the Council have also received a lot of really useful early feedback about the issues in the community that need tackling, and how the proposed community hub could help address these.

London Square is now doing further, more detailed, engagement to develop early ideas into a solid plan for a community space that complements and contributes to the community.

#### **9. What are your plans to minimise disturbance to neighbours during construction, particularly with more people working from home?**

London Square is committed to being a good neighbour throughout the construction and operation of the proposals and will communicate with neighbouring residents throughout the construction period via monthly newsletters. A draft Construction Environmental Management Plan has been issued as part of the planning application, along with a Construction Logistics Plan, to mitigate any impact on local residents. A condition of the planning consent will be the production of a detailed Construction Environmental Management Plan. Elm Park Road will not be used for construction access.

## **CONSULTATION**

#### **10. What is the focus of this stage of consultation?**

The planning application has been submitted and is now being considered by the Council's planning officers. They are accepting comments about the planning application which will assist them in their assessment. The planning officers will then make a recommendation to the Council's Planning Committee (of councillors) of whether to approve or reject the application.

An engagement event (online and in-person) was held in November 2021 to focus on the plans for the community space that will be provided on Site 2 as part of the development. We want to understand what facilities and services currently exist in the Lea Bridge area, what the area needs, and what the community would like to see in the new community space.

#### **11. What is the Council's role in the consultation?**

The Council have been consulting the local community on the development plans for Lea Bridge Station Sites since 2016.

London Square undertook a series of public engagement sessions leading up to the submission of the planning application in the summer of 2021. The Council took close interest in the process, provided oversight and worked together with London

Square to ensure that the engagement process was as inclusive as possible and all voices were heard.

Following submission of the planning application in August 2021, there was a period of statutory consultation for 30 days. Due to material changes being made a re-consultation launched on 16<sup>th</sup> December 2021 to 15<sup>th</sup> January 2022. The Council's practice is to continue to accept comments made in relation to the planning application after the end of any consultation period, right up until the date the application is presented to the Planning Committee, and these can be made via the Council's website.

## **TRANSPORT**

### **12. Will there be any impacts on traffic from the scheme?**

The scheme will be virtually car free with the exception of a small number of parking bays for people with disabilities. This car free approach is supported by the London Plan and London Borough of Waltham Forest planning policies. New residents will not be able to apply for parking permits on local roads.

### **13. Has the Council considered emergency vehicle access in these new plans?**

It is a statutory requirement that the Council consults with the emergency services to ensure they are aware of proposals.

### **14. What about the transport impacts during the construction phase for the three Lea Bridge Station Sites development?**

London Square has submitted a construction logistic plan (CLP) as part of their planning application submission – the Council's Highways department will consider this collectively alongside other major developments in the area.

### **15. Can public transport infrastructure cope with the numbers of new residents and visitors as a result of the new development?**

Residents and employees are benefitting from improved public transport provision: train frequency at Lea Bridge Station has increased to four trains per hour, and the Council is working with TfL to look at opportunities for improved north-south connectivity. As part of the development proposals a new and improved entrance to Lea Bridge Station will be provided.

The Council and partners are investing in transport infrastructure across the borough to provide step free access at underground stations such as Leyton, progress potential plans to build a new station at Ruckholt Road, and provide new carriages on the Overground from St James Street. This, alongside increased capacity on the Victoria Line (which now operates 36 trains per hour) should relieve some congestion. Furthermore, the Council's Cabinet endorsed a Transport Strategy for the borough in March 2018.

The current financial crisis facing Transport for London may affect some of these proposals.

The Council has been working closely with TfL on designs for the improved Lea Bridge Road/ Argall Way/ Orient Way junction in regards to potential impacts on the

bus service and have used traffic data and average bus journey times (peak and off peak) to understand how the road may be impacted. As the bus lane is only in operation during peak hours, it is anticipated that changing the bus lanes in some sections of the road will not impact on overall bus journey times in the borough. TfL will be a consultee to every application and the Local Planning Authority can request contributions from developers to upgrade TfL services where necessary.

**16. Will the development have car parking?**

The scheme will be car free with the exception of a small number of parking bays for people with disabilities.

**17. Will residents end up parking on my street instead?**

Most of the streets near to these sites are now Controlled Parking Zones (CPZs) which should provide protection for existing residents. All potential new residents will be made aware of parking restrictions and the public transport and car sharing facilities they can benefit from. Residents of new schemes will not be allowed to buy permits in existing CPZs. The Council will also review the geographical extent of existing CPZ (it may be that the CPZ is extended to further discourage future residents from parking).

**18. Will the development create extra vehicle trips because of drop offs, servicing and deliveries, and therefore increase traffic congestion?**

The Development Brief included not only a requirement for the scheme to be car free (with the exception of disabled parking), but for the Development Partner to consider innovative solutions for managing servicing and deliveries to limit any impact on surrounding streets.

Traffic flow impacts have been reviewed as part of the detailed design process and are summarised in the Transport Assessment submitted as part of the planning application.

**19. Would the Council consider an underpass to reduce congestion and noise on Lea Bridge Road?**

The redesign of the Lea Bridge Road/Orient Way/Argall Avenue junction has provided improved pedestrian and cycle facilities, whilst simplifying the junction layout for vehicular traffic within the funding available. The construction of an underpass would have required a considerable land take and would neither be cost effective nor a desirable solution for pedestrians and cyclists.

**20. Could you re-route traffic away from Lea Bridge Road (the through-traffic travelling between Hackney/north London and the A12) in order to reduce the usage of the eastbound right-hand turn into Orient Way?**

The Council agrees that strategic directional signage plays an important part in the overall management of the Highway Network. As part of the Council's works on Lea Bridge Road, strategic signage will be reviewed and updated to ensure it is appropriate. Signage from Hackney will also be reviewed and any necessary changes and recommendations will be reported to Hackney Council and TfL. The Enjoy Waltham Forest works are designed to make the junction better for cyclists and pedestrians and the Council's intention is that the redevelopment of these three sites will add further to this.

**21. What is happening to the Cycle Hub next to Lea Bridge Station?**

The Cycle Hub will be re-accommodated on site 1 (next to the station), and will include more cycle storage space and additional security measures. The Council will explore how the existing Cycle Hub structure can be relocated for use at another location.

**22. Will the existing station be open during construction?**

Yes.

**23. Are you still proposing an access route from Orient Way on to Elm Park Road?**

Following feedback from local residents the access route from Orient Way through to Elm Park Road has been removed from the Development Brief. The Development Brief still includes an access route from Orient Way on to site 2 but this will not extend through to Elm Park Road. The alleyway at the side of 18 Elm Park Road is proposed to be an ecological corridor that will be locked to prevent movement into Elm Park Road.

## HOUSING

**24. What types of homes are you proposing?**

The planning application proposes 50% affordable housing for these sites (with 50% of the affordable housing at London Affordable Rent and 50% Shared Ownership).

The remainder will be private sale.

Nearly all of the accommodation provided will be flats with the exception of a small number of maisonette flats on site 2.

London Square is also proposing a mix of unit sizes, in line with the Council's Planning Policy, catering for families as well as individuals, meeting the Council's suggested tenure mix in the Development Brief, based on local need as published in the Council's [Direction of Travel document](#).

**25. What do you mean by 'Affordable Housing'? Will homes be truly affordable?**

Waltham Forest Local Plan has a target to deliver 1800 new homes per year and applies a target for 50% affordable housing borough-wide, as it is not always achievable on every site. The planning application proposes 50% of the homes (by habitable room) being affordable housing on this scheme, with 50% of these being London Affordable Rent and 50% shared ownership. The Council is making every effort to make the shared ownership homes as affordable as possible.

London Affordable Rent is designed for low-income households on the waiting list for social housing. Rent levels are slightly higher than social rent levels, but not significantly so. The Mayor of London categorises London Affordable Rent as 'genuinely affordable'.

**26. Will all the affordable housing be on one site/building?**

All three sites will contain affordable housing. The majority of affordable homes will be on Site 2. The homes for London Affordable Rent will be on Site 2, with the best access to green space, outside play space, and the new community space. This will also allow for unified management, which is required by housing associations to

keep service charges low for their tenants. Shared ownership homes will be spread across the three sites. The development will be 'tenure blind', meaning all buildings will be of the same high quality.

**27. Do we need more housing in the area?**

There is a housing shortage across the capital based on objectively assessed need and the Draft Waltham Forest Local Plan Part 1 states that the Council is aiming for approximately 1800 new homes to be delivered every year. The Lea Bridge Station sites have been allocated for housing-led redevelopment by the local authority as part of their Draft Local Plan. There is a particularly acute need for affordable rented housing – this development will deliver a significant level of new affordable rented homes. We intend to deliver 50% affordable housing with 50% of this for London Affordable Rent and 50% for shared ownership. We intend to deliver the high density of housing that the sites can support, and that the Council has designated the sites for, which maximizes the level of affordable housing that can be delivered.

## **SOCIAL INFRASTRUCTURE**

**28. Are there enough school places to accommodate the number of new families moving into the area?**

There are currently spare places in schools in the vicinity of the development. The potential increase in demand for school places is reflected in the Council's forward planning. Funding will be secured for additional early years places. The Council's education team have advised that funding for capacity enhancements in second schools will be met from central government.

**29. Will there be a health hub on this site?**

The Infrastructure Delivery Plan has highlighted the requirement for a new GP surgery in Lea Bridge. The Council are working directly with the CCG on their specification for merging two GP surgeries to create a new health hub in the area. The Former Leyton FC site has been identified in LP2 Site Allocations as a potential location for the new Health Hub, although this relies on that site coming forward for development. The Council is also looking at other possible locations in the area as part of the Area Framework.

In addition, as part of the Coronation Square development in Leyton, Taylor Wimpey will construct a 2,500sqm health hub. The site is a 10 minute walk from Leyton underground station and a five minute walk from High Road Leyton which has excellent bus connections. This has a capacity for up to 30,000 patients, 21 GP consulting rooms, a pharmacy, 4 treatment rooms and 12 group rooms. This is programmed to be delivered in 2025.

The CCG have said that the Lea Bridge Station Sites and the Motion development space is not adequate for a health hub and therefore not considered appropriate. Funding would be secured from this development towards capacity enhancements in health care facilities.

**30. Can we have a library on this site?**

An expanded Lea Bridge Library has just reopened. Therefore it is not considered appropriate for this site to host a second library facility.

**31. How will the proposals address the lack of services in the area locally e.g. the need for better primary healthcare services, better bus services, and better youth services.**

We have noted these concerns. These issues are being addressed in the Council's current consultation on the Lea Bridge Area Framework, which will plan to address the infrastructure and public services improvements needed to manage the planned growth in the area. The development will deliver significant payments of Community Infrastructure Levy and Section 106 to the Council that will be set out in the planning application and agreed during the determination. The Council will be able to direct these payments to address the infrastructure and public service needs of the Lea Bridge area.

**32. What are the Council's plans for increasing frequency of the trains at the station?**

Train frequency at Lea Bridge Station has increased to four trains per hour during 2019, and the Council is working with TfL to look at opportunities for improved north-south connectivity. Regeneration in the area, and the consequent increase in the population, will support the argument for increasing train frequencies further.

## **NON-RESIDENTIAL USES**

**33. What non-residential uses are being proposed?**

The current proposals provide active frontages (i.e. retail and leisure) along Lea Bridge Road and Orient Way facades. The Development Brief clearly stated a requirement for commercial and cultural uses to be provided on these sites, for new and existing residents to enjoy. The Council is particularly interested in the provision of new creative workspaces for artists and other 'makers', small start-up businesses and potentially a new leisure/cultural facility. London Square have made some suggestions for facilities which could be provided on these sites, and how they would be managed, considering the needs of the local economy, existing provision, the Council's Economic Development Strategy and Waltham Forest's role as the first London Borough of Culture, and how these sites relate to this. London Square will continue to engage with potential providers and occupiers as part of the design process and will need to demonstrate that they have a business plan in place so that units do not remain empty on completion. In November, as part of our consultation on the community centre, we met with key local stakeholders to discuss the local areas requirements & needs. In addition, we held a public drop in event on the 23rd November at Lea Bridge Library. This was accompanied by 42 responses in the accompanying survey.

We have received a lot of useful feedback about the issues in the community that need tackling, and how the proposed community hub could help address these. The feedback showed a clear desire from respondents to see a café use included as part of the community space, alongside youth activities, and a gym also ranking high in terms of preferred facilities. The next steps are to assess the viability of the feedback



and reach out to potential service providers/occupiers to see what services can be offered within the space

**34. Will the proposed development bring new noisy uses to the area, disturbing existing residential uses?**

The Development Brief clearly stated that any proposals must consider and complement the adjacent existing uses, including residential uses. All proposals would be subject to the grant of planning permission and compliance with any other relevant statutory requirements including licensing and noise issues.

**35. Will employment space be lost in the Lea Bridge area as a result of the wider regeneration?**

Employment space is increasing as a result of the development and the wider plans for the area.

London Square's proposed scheme also create new employment space through the provision of retail and office spaces across the sites, including the new cultural/ community hub that will be delivered on site 2. Further details on the commercial space can be found in the planning application.

**36. What are your plans for the ground floor units? Aside from community space, will these all be commercial units? Are you currently speaking to potential tenants? What is being done to stop these from standing empty like Beck Square units?**

Talks are currently ongoing with potential occupiers of the units, however with the proximity to the station, the local industrial estate and new residents, there are no foreseen issues with filling the units (see response 33 above for further details). There is a high demand for commercial spaces in this area. We understand that units at Beck Square are likely to be occupied soon. London Square has taken advice from letting agents which has informed the design.

## **DESIGN AND HEIGHT**

**37. What will the buildings look like?**

The proposals are summarised at the [lbss.community](http://lbss.community) website.

**38. How tall will the buildings be?**

London Square is proposing the following heights:

- Site 1: 26 storeys
- Site 2: 3-11 storeys
- Site 3: 23 storeys

The height of the potential town houses backing on to Elm Park Road has been retained at three storeys as it is considered that this would not significantly increase overlooking and would act as a buffer to the rest of the development on site 2.

**39. Could towers be reduced in height to medium-to-low rise?**

There are a number of factors to determine the height of the buildings. To meet challenging housing targets Local Authorities need to optimise the use of sites through high quality and higher density developments. Due to the proximity of

these sites to a well-connected transport node, it is expected that these sites will need to deliver high density housing.

However, the Council understands that there is some opposition to taller buildings in this area. The Council will be stressing the requirement for high quality and exemplar design.

Tall buildings can contribute to a sense of place, and a strong emphasis on high quality design is included in the Development Brief. London Square has considered microclimate impacts from any development proposals, including overshadowing, wind tunnel effects and impacts on air pollution.

It's also important to remember that the Mayor of London has planning powers in relation developments of this size and height, and will play a significant role in whatever scheme is finally approved.

The Council will seek to mitigate local concerns through improvements in the public realm and sensitive design and will consider the following factors in the final proposals for these sites:

- Quality of design, architecture, construction and materials;
- Detail and impact at ground floor level;
- Impact on privacy and amenity on adjacent buildings;
- Access to transport and nearby facilities, including shops and community facilities;
- Impact on local and strategic views and the micro-climate including daylight, sunlight, wind and noise.

#### **40. Has safety and security been considered in the design?**

The Council has consulted the Metropolitan Police regarding best practice measures to incorporate into the Development Brief and subsequently has included a requirement for the development to achieve Secure By Design accreditation.

#### **41. Have you carried out any daylight/sunlight assessments yet? What will be our light reduction, have you surveyed and calculated this?"**

Assessments have been carried out throughout the design process to try to minimise the impacts where possible. The daylight/sunlight report forms part of the planning application.

#### **42. Will having two tall buildings together create a wind tunnel?**

The proposals have been subject to robust testing, and a technical assessment relating to wind and microclimate has been submitted as part of the planning application.

There has been significant input from the wind engineers, with an iterative design process with regards to wind microclimate advice and mitigation measures (such as landscaping) to ensure no on- or off-site safety issues arise as a result of the Proposed Development.

Tests have shown that measured wind conditions on the Motion/ Beck Square site will be no windier than the current site conditions.

#### **43. Will the scheme result in a loss of public open space?**

The land is currently designated as Highway Land and was previously industrial land. The informal green space on site 2 was created following the construction of Orient Way as a relief road, as part of the scheme landscaping.

As part of the proposed development of this site, the majority of the existing green space will be developed for much needed housing. However, the new scheme will include both public and private green amenity space. The proposals include 750sqm of public accessible green amenity space which will be located on site 2 where the current Pocket Park is.

The Council understands that there are local people that do not support development on the Site 2 for a number of reasons, including impact on air quality, loss of trees, and impacts on biodiversity and flood risk. Since the initial public engagement exercise, the Council has commissioned a number of surveys, including an Arboricultural Survey, Stage 1 Ecological Assessment, and Flood Risk Assessment. This is to enable greater understanding of the risks, seek recommendations for any mitigation and to inform the Development Brief.

The Development Brief also includes a number of key requirements on environmental sustainability; such as low carbon design and construction and green infrastructure.

London Square has responded to this, and will be including a significant amount of green infrastructure, including landscaping, a net increase in trees across the site and green roofs, leading to an improvement in biodiversity across the site.

#### **44. How much public open space will be created on site?**

750sqm of publicly accessible green open space will be provided on site 2. Further public realm will be created on site 1 around the new station entrance.

## **ENVIRONMENTAL ISSUES**

#### **45. What is happening to the trees on these sites? How many will be lost?**

The majority of the trees on site are classified as 'early mature'; 9 are 'semi- mature'; and 1 is mature. 95 trees are category 'C' (trees of low quality with an estimated remaining life expectancy of at least 10 years or young trees with a stem diameter below 150mm), 12 are category 'U' (those in such a condition that they cannot realistically be retained as living trees in the context of the current land use for longer than 1 years) and 15 are category 'B' (trees of moderate quality with an estimated remaining life expectancy of at least 20 years). There are no category A trees (trees of high quality with an estimated remaining life expectancy of at least 40 years). Further to this, the Council commissioned a Stage 1 Habitat and Invasive Species Survey to understand the potential ecological impacts of the development. These reports were shared with potential development partners and the recommendations from this report were included in the Development Brief.

There will be some loss of existing trees as a result of the proposed development, but overall London Square intends to plant more trees so overall there will be a net gain of trees. London Square is intending to retain three mature plane trees on the Orient Way edge of Site 2. The new planting will introduce new species of tree, further enhancing biodiversity of the site, as well as other planting and green infrastructure to create an improved public realm.

The Council has committed to planting 500 additional trees will be planted in the area in the next six months. The Council has been increasing the number of trees in the borough for many years, with over 100,000 across the borough currently, the highest in our history. The Council gave away 6,000 trees to school children earlier this year so that young people can be involved in work to tackle the climate emergency.

#### **46. What are the impacts on flood risk as a result of this development?**

Flood risk has been a key consideration in development of the proposed scheme from the outset. The planning submission includes a Flood Risk Assessment which is publicly available and sets out in detail the risk of flooding to the site from all sources and the proposed mitigation measures that will prevent any harmful impacts offsite into the wider area.

The primary source of flood risk to the site is fluvial (i.e. river flooding) associated with the River Lea and Dagenham Brook.

The impacts of climate change have been assessed and the proposals consider a design flood event in excess of the Environment Agency's latest guidance on climate change (new guidance was published on the 20/07/21).

To protect the development itself from flooding all accesses to the proposed buildings have been raised above the design flood level to prevent the access of flood water.

To ensure no increase in flood risk offsite in the wider Lea Bridge area (including to Elm Park Road), floodplain compensation calculations have been undertaken in line with Environment Agency guidelines to ensure the development does not cause any losses in floodplain storage during the design flood event (which as above takes account of the predicted impacts of climate change). This mitigation takes the form of lowered areas of land within the proposed site boundary that would provide storage of water in times of flood, preventing increases in flood risk offsite. Below ground flood water holding tanks are also proposed.

Surface water runoff (i.e. rainfall landing on the site) would be picked up by the proposed onsite drainage network and would be managed through the use of Sustainable Drainage Systems (SuDS) to slow down the rate of runoff from the site. This would also take account of the predicted impacts of climate change in line with the Environment Agency's guidance.

The full assessment of flood risk to the site from all sources, along with supporting calculations and drawings, is presented within the Flood Risk Assessment, which has been submitted with the planning application. The application has been referred to the Environment Agency, Thames Water, the Borough's Lead Local Flood Authority, and the GLA who will assess the Flood Risk Assessment. Applications will not be supported unless the flood mitigation proposals are acceptable.

#### **47. What will be the impact on air quality as a result of the development?**

The development will need to comply with the relevant planning policies regarding air quality incorporating design solutions to minimise air quality impacts, particularly for residents.

A detailed Air Quality Impact Assessment (including detailed dispersion modelling and qualitative construction stage assessment) has been undertaken as part of the submission for planning approval. The scheme will be required to meet London Plan requirements in regards to air quality, particularly as the site is located in an Air Quality Focus Area.

The requirements above have been incorporated into the Development Brief, as well as a requirement for substantial green infrastructure, and a car free development, to mitigate these concerns.

The air pollution levels for new and existing residents will be modelled as part of the assessment and appropriate mitigation taken (including design amendments).

#### **48. What will be the impact on carbon emissions as a result of the development?**

The development would need to comply with the relevant planning policies regarding carbon emissions and sustainability. The development partner would need to submit an energy strategy and sustainability statement demonstrating how the scheme complies. The Development Brief includes a number of key requirements within the development brief around energy and sustainability, in line with the draft London Plan.

## **OTHER SITES**

#### **49. What is happening with the Waterworks Visitors Centre?**

This site is owned by the Lee Valley Regional Park Authority (LVRPA) and is Metropolitan Open Land so there are planning restrictions on any potential development of this site. The site is currently on the Council's register of Assets of Community Value.

The Council will be responding to the Lea Valley Regional Park Authority's request that the Waterworks Visitors Centre site be designated for housing. You can find out more information on the Council's website:

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

#### **50. What is happening to the ex-Thames Water Depot Site?**

The Education Schools Funding Authority (ESFA) who now own the site have submitted a planning application for two new schools (one secondary and one primary) which was rejected by the Council's Planning Committee.

The ESFA are considering alternative proposals for the site. Thames Water have submitted a planning application for some temporary buildings to be erected on the site.

The Council has also received proposals from community groups to create an 'East London Water Park'.

#### **What other key developments are happening in the area?**

There are 2 key developments underway or planned for the Lea Bridge Road area:

- Galliard Homes/ 256 Church Road: construction of 50 homes has completed
- 97 Lea Bridge Road: construction of 300 homes has completed.

- Gasholders site: a planning application for 500+ new homes was submitted by developer St William and has been approved
- Ice Centre: a planning application for a new twin pad ice centre on the current site was submitted by the Lea Valley Regional Park Authority, has been approved, and is under construction.